

# **LOK SABHA DEBATES**

## **(English Version)**

**Sixth Session**  
**(Fourteenth Lok Sabha)**



*(Vol. XV contains Nos. 11 to 20)*

**LOK SABHA SECRETARIAT**  
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#The USQ No. 3990 tabled by Shri Faggan Singh Kulaste, MP, was deleted vide corrigenda to List of Questions issued on 5-5-2006.

\*\*The name of Shri Paras Nath Yadav, MP, was deleted vide corrigenda to List of Questions issued on 5-5-2006.

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## LOK SABHA DEBATES

### LOK SABHA

Thursday, December 20, 2005/Agrahayana 29,  
1927 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

#### OBSERVATION BY THE SPEAKER

##### (I) Alleged improper conduct on the part of some members in the implementation of MPLAD Scheme

[English]

MR. SPEAKER: Hon. Members, while an inquiry is being conducted with regard to some serious allegations of improper conduct on the part of some hon. Members of Lok Sabha in the matter of submitting questions for answer by the Government, it is a matter of great concern that further allegations against five Members including one Member, against whom an inquiry is already pending, have been made in a TV channel, Star News, regarding alleged improper conduct in the implementation of MPLAD Scheme.

I have discussed the matter with the leaders of different political parties in Lok Sabha and there is an agreement that an inquiry should also be held with regard to the new allegation which should be looked into with all the importance that it deserves.

The Members namely, Shri Alemao Churchill, Shri Faggan Singh Kulaste, Shri Ramswaroop Koli, Shri Paras Nath Yadav and Shri Chandra Pratap Singh will be requested to give their statements in the matter, and in the meantime, I am making a personal request to all of them please not to attend the Session of the House until the matter is looked into and a decision is taken.

I shall discuss the matter further with the hon. Leaders so that we can decide upon the form of inquiry and the composition of the Inquiry Committee.

...(Interruptions)

[English]

MR. SPEAKER: Now, Q. No. 392.

...(Interruptions)

[Translation]

SHRI SHAILENDRA KUMAR (Chail): Mr. Speaker, Sir, the MPLAD fund should be done away with. ... (Interruptions)

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Speaker, Sir, the MPLAD fund should be done away with.... (Interruptions)

[English]

MR. SPEAKER: Please sit down. We are already under a cloud.

...(Interruptions)

MR. SPEAKER: You please go to your seat.

...(Interruptions)

MR. SPEAKER: Do not tarnish the name of this House further.

...(Interruptions)

MR. SPEAKER: I will allow some Members afterwards.

...(Interruptions)

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Speaker, Sir, the House is losing its dignity.... (Interruptions) The Members of Parliament are losing their dignity. ... (Interruptions)

SHRI SRICHAND KRIPLANI (Chittorgarh): Mr. Speaker, Sir, the entire House is earning a bad name because of some persons.... (Interruptions)

SHRI RAMDAS ATHAWALE (Pandharpur): Mr. Speaker, Sir, the Parliament is earning bad name. ... (Interruptions)

[English]

MR. SPEAKER: You are also doing that.

...(Interruptions)

MR. SPEAKER: All of you, who are interrupting me while I am on my legs, are also tarnishing the image of the House.

...(Interruptions)

MR. SPEAKER: Do not tarnish the name of this House further.

...(Interruptions)

[Translation]

SHRI ILYAS AZMI (Shahabad): Mr. Speaker, Sir, is the media very much honest?...(Interruptions)

MR. SPEAKER: Please do not speak while sitting. At first you should go to your seat.

...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: Mr. Speaker, Sir, Please let me speak on this topic at 12.00 hrs. ...(Interruptions)

MR. SPEAKER: I have told that I would allow

[English]

Do not force me, Shri Devendra Prasad Yadav.

...(Interruptions)

MR. SPEAKER: How do I regulate this House? We are already under a cloud. Everybody is criticising us. An inquiry on allegations of misconduct is going on and we cannot behave in a sensible manner and allow the House to be conducted properly by the Speaker. You are disturbing the Speaker all the time.

...(Interruptions)

MR. SPEAKER: We are all conscious about our rights as a Member of Parliament but not about our duties.

...(Interruptions)

MR. SPEAKER: I have requested them to go out. If they do not go out, we shall see. They will not be able to take part in the Proceedings.

...(Interruptions)

MR. SPEAKER: I am very sorry that I have to say these things. You are compelling me to say these things.

Now, Q. No. 382—Shrimati Sumitra Mahajan.

11.02 hrs.

## ORAL ANSWERS TO QUESTIONS

[English]

### Educational Infrastructure for N.E. Region

\*382. SHRIMATI SUMITRA MAHAJAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any scheme for the development of educational infrastructure in the N.E. region;

(b) if so, the details thereof;

(c) the details of funds allocated under such scheme during the current financial year, State-wise; and

(d) the other steps the Government has taken/ proposes to take for the enhancement of standard of education especially for girls in the region?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (d) A statement is laid on the Table of the Sabha.

### Statement

(a) to (d) Central Government has established the following important educational institutions of Higher and Technical Education in the North Eastern Region:—

- (i) Five Central Universities—two in Assam and one each in Meghalaya, Mizoram and Nagaland.
- (ii) An Indian Institute of Technology at Guwahati.
- (iii) A National Institute of Technology at Silchar.
- (iv) The North Eastern Regional Institute of Science and Technology (NERIST) at Itanagar.
- (v) Indira Gandhi National Open University (IGNOU) has established 8 Regional Centres and 173 Study Centres in the region.

2. The Government has taken the following initiatives for the development of education (including educational infrastructure) in the North Eastern region:—

- (i) A High Level Group (HLG) comprising Chief Ministers and Education and Social Welfare Ministers of NE States has been set up under the Chairmanship of the Minister of Human Resource Development for considering specific issues relating to education and women and child development in the North East. The Committee met last on 29th May, 2005 at Guwahati.
- (ii) During 2004-05, Rs. 5.00 crores has been released for setting up of Faculties of Engineering to each of the five Central Universities. Rs. 2.00 crores has also been released for setting up of Faculties of Management to each of the Central Universities of Mizoram, Nagaland and NEHU and State Universities of Arunachal Pradesh and Tripura.
- (iii) Manipur University is being converted into a Central University.
- (iv) Government has decided to set up an Indian Institute of Management in the North Eastern Region.
- (v) Indira Gandhi National Open University (IGNOU)'s FM (Gyan Vani) Stations at Guwahati and Shillong have become operational on 29th May, 2005.
- (vi) A Central Institute of Technology is proposed to be established at Kokrajhar, Assam to cater to the needs of Bodos.
- (vii) A HUB, Studio and 50 SITs (Satellite Interactive Terminals) will be provided free of cost to each of the States in the North-East by the Indian Space Research Organisation (ISRO).

3. Funds are allocated by Central Government for development of educational infrastructure in the North Eastern region mainly under the following schemes:—

**(I) Centrally Sponsored Schemes:**

- Sarva Shiksha Abhiyan (SSA).

- Kasturba Gandhi Balika Vidyalaya (KGBV).
- Teacher Education.
- Jan Shikshan Sansthan (JSS).

**(II) Centrally Sector Schemes:**

- Grants to Central and State Universities.
- Indian Institute of Technology, Guwahati.
- National Institute of Technology, Silchar.
- North Eastern Regional Institute of Science and Technology, Itanagar.

State-wise funds allocated during the year 2005-06 for the NE region under the above schemes are given in the enclosed Annexure.

4. Sarva Shiksha Abhiyan (SSA) envisages special efforts to bring "out of school girls", especially from the disadvantaged groups, to the school. SSA has following provisions for education of the girl child:—

- (i) Free textbooks for girls upto Class VIII;
- (ii) Separate toilets for girls' schools;
- (iii) Atleast 50% of teachers to be appointed should be women;
- (iv) Context specific innovative interventions for girls education upto Rs. 15.00 lakh per year per district; and
- (v) Interventions for Early Childhood Care Education in habitations not covered under ICDS.

5. In addition, SSA has a component called the **National Programme for Education of Girls at Elementary Level (NPEGEL)** which is being implemented in Educationally Backward Blocks (EBBs). In North Eastern region, this component is being implemented in 11 blocks of Arunachal Pradesh, Meghalaya, Mizoram and Tripura.

6. The **Kasturba Gandhi Balika Vidyalaya (KGBV)** scheme envisages setting up of residential schools at elementary level for girls belonging predominantly to the SC, ST, OBC and minorities in difficult areas. 17 KGBVs have been sanctioned so far in 3 NE States viz., Arunachal Pradesh, Meghalaya and Tripura.

**Annexure**

*Details of funds released under Centrally Sponsored and Central Sector Schemes to NE States during 2005-06*

**Centrally Sponsored Schemes**

(Rs. in Crore)

Sl. No.	Name of the State	SSA/NPEGEL	KGBV	Teacher Education	JSS
1.	Arunachal Pradesh	16.44	2.11	4.20	0.10
2.	Assam	99.71	—	3.27	0.30
3.	Meghalaya	19.26	0.13	0.11	—
4.	Manipur	13.27	—	6.02	0.28
5.	Mizoram	16.54	—	4.40	0.10
6.	Nagaland	10.53	—	1.92	0.10
7.	Sikkim	6.00	—	—	—
8.	Tripura	70.70	0.33	0.07	0.10
<b>Total</b>		<b>252.45</b>	<b>2.57</b>	<b>19.99</b>	<b>0.98</b>

**Centrally Sector Schemes**

(Rs. in Crore)

Sl. No.	Name of the State	Grants to Central Universities by UGC	State Universities by UGC	IIT, Guwahati	NIT, Silchar	IGNOU	NERIST
1	2	3	4	5	6	7	8
1.	Arunachal Pradesh	—	0.01	—	—	0.20	12.00
2.	Assam	9.08	9.30	33.28	7.50	—	—
3.	Meghalaya	27.57	—	—	—	—	—
4.	Manipur	—	1.07	—	—	0.26	—
5.	Mizoram	8.52	—	—	—	0.31	—

1	2	3	4	5	6	7	8
6.	Nagaland	10.58	—	—	—	0.25	—
7.	Sikkim	—	—	—	—	0.20	—
8.	Tripura	—	1.42	—	—	0.40	—
Total		55.75	11.80	33.28	7.50	1.62	12.00

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, in regard to girls, I would like to ask a question that there are approximately three and half crore children in the age group of 6 to 14 years who do not attend the schools out of which approximately two and half crore are the girls. It has been observed that in the hilly areas though the sex ratio is favourable and the participation of women in developmental work is more, still their position is relatively weaker and they frequently suffer from malnutrition and anemia and their hemoglobin level is quite low. The main reason of the girls drop out cases or the absence from schools is financial difficulties and the work at home. I would like to say that though a number of schemes are launched for their welfare but the allocation of funds is not adequate, for example a very little allocation has been made by the Ministry of Human Resources Development, under the Kashturba Gandhi Balika Vidyalaya Scheme. I would like to know from the hon'ble Minister whether the propose to review the said scheme by making maximum allocation and including all the tribal areas under the said scheme and not restricting it to the people belong to scheduled castes and scheduled tribes?

[English]

MR. SPEAKER: You have put your question. Let him answer.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, it is a very important question. There is a need to provide vocational training to all the girls in view of the forest produce of the area. A large number of girls in Assam are adept at knitting therefore; I would like to

know whether it is also proposed to be included in the vocational training....(Interruptions)

[English]

MR. SPEAKER: Shrimati Sumitra Mahajan, you know very well. You can only put a supplementray. No, this is not right.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, I have only one question.

SHRI ARJUN SINGH: Mr. Speaker, Sir, this question was mainly related to the North Eastern region, as to what has been accomplished there so far.

[English]

MR. SPEAKER: It is about Educational Infrastructure catagories in this scheme and review it by way of allocating more and more funds for the same.

MR. SPEAKER: You have put your question. Let him answer.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, this is a very important question. Keeping in view the forest produce of that area, all the girls are required to be imparted vocational training. If we see the State of Assam, we come to know that a number of girls are engaged in weaving work. So, I would like to know whether the vocational training course will be included in it....(Interruptions)

[English]

MR. SPEAKER: Shrimati Sumitra Mahajan, you know very well. You can only put a supplementary. No, this is not right.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, I have only one question to ask.

SHRI ARJUN SINGH: Mr. Speaker, Sir, this question was mainly in connection with the North-Eastern region, as to what has been done there.

[English]

MR. SPEAKER: It is about Educational Infrastructure.

[Translation]

SHRI ARJUN SINGH: Therefore, I have replied in detail so that this August House is able to know about it.

[English]

MR. SPEAKER: Silence in the House please.

[Translation]

SHRI ARJUN SINGH: I would like to tell you about the work done and the provision made by the present Government for the North East. As far as Kasturba Gandhi girls' school is concerned, I am of the opinion that the number of institutions opened is not adequate and there is a scope for increasing its number further. It is also not that we are not paying attention to it. The moot point is girls education. This problem can be seen in different perspectives and it is not that opening schools is final and permanent solution. It includes opening new school, providing free text books and uniform as well. There are some family problems due to which they are not allowed to attend the school and we can't force them to do so. We can only request them and encourage them by making some provisions. Family should also give priority to the education of girls.

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, the hon'ble Minister has not replied about vocational training.

[English]

MR. SPEAKER: One supplementary cannot contain many questions.

[Translation]

SHRIMATI SUMITRA MAHAJAN: My second question is that too much allocation has been made for Central University and I.T.I. It is alright but since the whole area is backward, I would like to know whether the quality of education has improved due to central university and any review has been done by the Government in this regard? Whether too many students go to Delhi or any other place due to improvement in the quality of education? If the situation has really improved, whether the Government propose to open Central University in the other backward areas also?

[English]

MR. SPEAKER: Regarding North-Eastern Region only.

[Translation]

SHRI ARJUN SINGH: Sir, the situation of North-East area is not comparable to that of the East of the country. Keeping in view the special situation, Central Universities have been opened in every state. It has definitely improved the quality of education and they need not go outside for higher education.

CHAUDHARY LAL SINGH: Sir, I would like to know from the hon'ble Minister that...*(Interruptions)*

MR. SPEAKER: Regarding North-East!

CHAUDHARY LAL SINGH: Yes Sir, I would like to know in regard to Jammu and Kashmir. Sir that is also a hilly area, whether he will implement the same schemes there also...*(Interruptions)*

[English]

MR. SPEAKER: I have made a mistake in calling you.

...(Interruptions)

[Translation]

CHAUDHARY LAL SINGH: Sir, our area is also hilly, the situation is bad, turmoil, difficult. I would like to submit only this....(Interruptions)

[English]

MR. SPEAKER: It will be considered.

SHRI SANTASRI CHATTERJEE: Mr. Speaker, Sir, the North-Eastern Region deserves a special treatment from the Government of India in view of its economic backwardness. The question comes to my mind is that is the educational infrastructure for North-Eastern Region as stated in the reply so far sufficient enough to cater to the needs of the people of the Region?...(Interruptions) May I repeat?

MR. SPEAKER: It is regarding schemes; whether the scheme is sufficient. Is this sufficient?

SHRI ARJUN SINGH: A number of schemes have been enumerated. I am not aware of which scheme the hon. Member is referring to....(Interruptions)

MR. SPEAKER: He is referring to all the schemes.

SHRI TAPIR GAO: Mr. Speaker, Sir, the hon. Minister has just a few minutes ago, made a wrong statement on the Floor of the House.

[Translation]

He has said that Central University has been opened in every state. I would like to know from the hon'ble Minister that you have said in your reply that.

[English]

Five Central Universities have been granted to North-East and including Sikkim, it will be six. When are you going to grant Central University to Arunachal Pradesh, Sikkim and Tripura?

SHRI ARJUN SINGH: All the three are under consideration. I am sure that in the near future, their wishes will be carried out.

MR. SPEAKER: Very good.

SHRI KHIREN RIJJU: Hon. Speaker, Sir, recently, the status of education in North-East has been discussed in detail when the Bill was moved to convert the status of Manipuri University into the status of Central University. When we deliberated upon it, the hon. Minister was not present because of some reason. But I have conveyed my message through hon. MoS to you. ....(Interruptions)

MR. SPEAKER: Put your question only.

SHRI KHIREN RIJJU: Now, regarding the funds that are being provided to North-East, everybody is being told that enough of funds have been provided and enough of considerations are being given. But in actual, the status of higher education system in North-East is very pathetic today. In addition to the question posed by my colleague, the only university in Arunachal Pradesh was renamed as Rajiv Gandhi University. When the matter was discussed in the State Assembly, the hon. Chief Minister and the Minister told that it was renamed after Rajiv Gandhi University because we will get Central University and more funds immediately....(Interruptions)

MR. SPEAKER: Yes, it would be done.

SHRI KHIREN RIJJU: I am coming to the point. ....(Interruptions)

That has not happened. I strongly criticise the former Minister of Human Resource Development from the NDA for that because I am not standing as a party member in this regard. My request to the hon. Minister is that we do not need an assurance but we need action.

MR. SPEAKER: On your behalf, I would put it.

Mr. Minister, would you take action?

SHRI KHIREN RIJJU: It also has to be time-bound action.

SHRI ARJUN SINGH: Now, it is a direction. I would take action.

MR. SPEAKER: Thank you.

[Translation]

**Toll Tax on National Highways**

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\*383. SHRI JASWANT SINGH BISHNOI:  
SHRI UDAY SINGH:

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

(a) the norms prescribed for allotment of toll barriers on the national highways in the country;

(b) whether the Government proposes to close down some toll barriers;

(c) if so, the details thereof alongwith the number of toll barriers on the national highways in the country, State-wise;

(d) the details with regard to the toll fixed by the Government on the national highways and also for the roads constructed under Build, Operate and Transfer (BOT) basis;

(e) whether the Government proposes to exempt farmers from paying toll tax;

(f) if so, the details thereof;

(g) whether the Government proposes to get the national development projects on BOT basis funded from the nationalised banks; and

(h) if so, the details thereof alongwith the steps taken/proposed to be taken in this regard?

[English]

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

**Statement**

(a) The different norms adopted for allotment of toll barriers are as under:—

(i) In case of user fee (toll) based BOT Projects, the concessionaire collects user fee directly.

(ii) In respect of Public Funded Projects, user fee collection is undertaken in either of the following ways:—

— Departmental collection where collection accrues to Government by engaging Operation and Maintenance contractor having responsibilities, among others, of collection of user fee (toll) or by engaging ex-serviceman sponsored by the Directorate General of Resettlement, Ministry of Defence or by other societies of ex-servicemen.

— By auctioning the toll engaging a private contractor based on competitive bidding.

— Collection directly by the State Public Works Department (PWD).

(b) and (c) No, Sir. However, sometimes relocation of toll plazas is done to meet administrative and technical requirements.

(d) The details of the capping rates for user fee fixed for projects involving conversion of existing two-lanes into four-lanes National Highway sections and for bridges are as under:—

*Conversion of existing two-lanes into four-lanes of National Highways*

Type of vehicle	Capping rate at June 1997 prices
1	2
Car or Jeep or Van	Rs. 0.40 per km.

1	2
Light Commercial Vehicles	Rs. 0.70 per km.
Truck or Bus	Rs. 1.40 per km.
Heavy construction machinery and earthmoving equipment	Rs. 3.00 per km.

*Toll rates (Rs. per vehicle) on bridges including approach roads*

Initial cost of the bridge and its approaches (Rs.in crores)	Cars/Jeep, etc.	Light Commercial Vehicles/Minibuses	Truck/Buses and Multi Axle Vehicles
Below 50(*)	5	10	15
50-75	10	10	25
75-100	10	15	30
100-125	15	20	40
125-150	15	20	40
150-200	15	25	50
Above 200	20	30	60

(\*) Bridges costing more than Rs. 25 lakhs and completed and opened to traffic between 1st April, 1976 and 1st May, 1992; more than Rs. 100 lakhs upto 3rd December, 2001 and thereafter costing more than Rs. 500 lakhs only will be tolled.

The fee rates for BOT projects for four-laning are generally as per above table. For other BOT projects, rates are fixed keeping in view expenditure involved in construction, maintenance, management, operation, interest on capital, reasonable return and traffic.

(e) and (f) Levy of user fee (Toll) is with reference to type of vehicle and not by occupation of the owner.

(g) and (h) It is for the BOT Concessionaire(s) to get funding from any source which could also include nationalized banks.

[Translation]

SHRI JASWANT SINGH BISHNOI: Hon'ble Speaker, Sir, I want to ask the Hon'ble Minister what are the BOT rules? The distance between Jodhpur and

Delhi is 617 kms. but there are 8 toll tax points. Traffic jam for 15 to 30 minutes is a regular feature at some of these points and if there is any VIP visit traffic jam gets on for an hour. Why the passengers have to pay toll tax at eight points. What are the rules in this regard? There are two such points between Delhi and Jaipur, two points between Jaipur and Ajmer and passengers have to pay toll tax between Ajmer-Kishangarh and Kishangarh-Jodhpur. Therefore, I want to know from the Government what are the rules in this regard.

[English]

SHRI T.R. BAALU: Sir, the bids are called and then the bids are decided upon by the National Highways Authority of India. As far as the particular stretch is concerned, according to the norms prescribed

in 1997, the BOT concessionaire collects the tolls and issues receipts towards payment.

**MR. SPEAKER:** What is the norm for selecting the number of toll points?

**SHRI T.R. BAALU:** It is within a stretch of 80 kilometres; on the average, 65 kilometres would be the stretch.

*[Translation]*

**SHRI JASWANT SINGH BISHNOI:** Hon'ble Speaker, Sir, there are two-three types of hurdles more. When we pass through the road requiring toll tax, even the farmers have to pay toll tax for their tractors or vehicles, whereas the Government say that farmers are exempted from it. Besides, there is no separate queue for the vehicles of farmers and VIPs. A news item was published in a news paper sometimes back that a patient died because his ambulance had to wait for an hour as there was only one queue. I want to ask the Hon'ble Minister whether the Government are going to make any arrangement for separate queues for farmers, VIPs and patients?

*[English]*

**MR. SPEAKER:** Do you want VIPs to have a separate line?

*[Translation]*

**SHRI JASWANT SINGH BISHNOI:** There is no separate lines, it is common for all.

*[English]*

**SHRI T.R. BAALU:** Actually, the hon. Member is misinformed. Ambulances as well as agricultural tractors are all exempted.

**MR. SPEAKER:** He said that since other cars were waiting even patients could not go further although it was free for ambulances.

**SHRI T.R. BAALU:** The particular concessionaire or the plaza operator would just at the sight of the ambulance make way for it.

**MR. SPEAKER:** If you have any specific case, you have to take it up with the hon. Minister Separately.

**SHRI. T.R. BAALU:** If there is any specific complaint, I would certainly look into it.

**SHRI UDAY SINGH:** I compliment the hon. Minister on the brevity of his answers.

**MR. SPEAKER:** You should follow the hon. Minister and put brief Supplementaries!

**SHRI UDAY SINGH:** But even his answers to Supplementaries reveal nothing! Unfortunately, I would have to be long so that if he could reply something that is meaningful.

If I am travelling from Delhi to Jodhpur, why do I need to pay toll tax at eight places? Even if there are eight toll operators, there should be some kind of a code sharing so that if I am travelling from point 'A' to point 'B', I stop at one place to give the toll tax.

I have another question, if I am permitted to ask, regarding the snail's pace at which national highways are being built even though there is a lucrative BOT policy in operation. What is the reason why national highways are just not being built? I would like to know it because this is really a drag on our nation's progress and economy. So, I would like to know what the hon. Minister is doing about that.

**SHRI T.R. BALLU:** Sir, the hon. Member has just now said that lucrative BOT projects will be taking off. We have already decided in the Infrastructure Committee headed by hon. Prime Minister that hereafter we would be going for lucrative BOT operators only.

Moreover suppose a particular stretch of 200 kilometres is tolled in one plaza. If toll is charged for 200 kilometres together, then if a person is using 50 kilometres, he will have to pay toll for 200 kilometres. That is why, the Department has consciously decided to have toll plazas at a frequency of 65 or 80 kilometres and at an average of 65 kilometres, they are tolling.

*[Translation]*

**DR. ARVIND SHARMA:** Sir, in my Karnal constituency. On the national highway No. 1, a toll plaza

barrier is located at km. 132; which is temporary. When the Ministry had established it, they had stated at that time that it would be taken to km. 142 from km. 132. Mr. Speaker, Sir, when I wrote a letter to the hon'ble Minister in August-September 2000, the hon'ble Minister had replied that it was being shifted. I raised it under the rule 377 as it was a very important issue. The House has been misled in this regard. The reply of the Ministry, which has come directly from the Minister states that the work is in progress. Mr. Speaker, Sir, I want to know the time by which work with regard to relocating this toll plaza is likely to start and whether any action is being contemplated against the officers who have misled the House?

[English]

SHRI T.R. BAALU: Sir, actually the toll plazas are relocated by the Administration on the basis of certain reasons—reasons of technicalities and also rationalisation. These three criteria will be taken care of by the Administration while relocating a particular toll plaza.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, whether there is any provision in the policy of the Government regarding road tax as to how long it could be collected. Whether there is any rule that it would be collected in perpetuity to create hassles for the public?

[English]

MR. SPEAKER: How long will the toll be imposed?

SHRI T.R. BAALU: I am sorry that it has to be imposed in perpetuity because the maintenance has to be in perpetuity.

MR. SPEAKER: Okay. Very well.

SHRI B. MAHTAB: Sir, the Question is on toll tax on National Highways. I have a very elementary question. It has already been answered by the Minister that the toll will be levied in perpetuity. When a cess fund has been created and one rupee is being collected

as cess from sale of every litre of petrol and every litre of diesel and that fund is being utilised for construction and expansion of National Highways, then why is toll being collected?

SHRI T.R. BAALU: Every year we collect Rs. 1,400 crore through cess, but it is not sufficient. Moreover, the cess that is being collected has already been leveraged to the borrowings. Every year, we have to go in for expansion, four-laning and so on. So, we need more money.

MR. SPEAKER: So, money is needed.

[Translation]

SHRI HEMMAL MURMU: Sir, I would like to ask the hon'ble Minister in brief regarding his reply in a(2) "contracts for recovery of road tax is awarded to Directorate of Rehabilitation, Ministry of Defence and ex-servicemen apart from contracts". Sir, I want to know the number of total road tax barriers on the highways of Jharkhand and West Bengal and the number of road tax barriers awarded to the reserve quota e.g. directorate of rehabilitation, Ministry of Defence and ex-servicemen apart from the contractors.

[English]

MR. SPEAKER: Not possible. Mr. Minister, you send him the particulars later.

SHRI T.R. BAALU: Yes, Sir.

MR. SPEAKER: Q. No. 384—Shri Pawan Kumar Bansal. I am postponing this Question as Mr. Bansal is busy with the Inquiry Committee.

[Translation]

#### Evaluation of Vocational Education

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\*385. SHRI BAPU HARI CHAURE:

SHRI VIRENDRA KUMAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government regularly evaluates the

quality of vocational education being imparted by various institutions in the country;

(b) if so, the details thereof alongwith the parameters fixed for evaluation;

(c) whether the Government has recently conducted any survey to evaluate the quality of vocational education being imparted by various institutions in the country, particularly in Maharashtra;

(d) if so, the details thereof and the outcome of the survey; and

(e) the steps being taken/proposed to be taken by the Government to promote vocational education in the country?

*[English]*

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (e) The Centrally Sponsored Scheme of Vocationalisation of Secondary Education includes a monitoring mechanism which focuses mainly on Management structure, staff positions, expenditure incurred, equipment procurement, linkages with industries etc.

As per information received from Government of Maharashtra, regular monitoring of vocational institutions for ascertaining improvement in quality of vocational training is being done and according to a survey conducted in 2003-04, various institutions have been graded in different categories based on their performance and infrastructural facilities available.

The Scheme of Vocational Education is being revised for better implementation in the 11th Plan period.

*[Translation]*

SHRI BAPU HARI CHAURE: Sir, in the present scenario the possibility of getting employment after acquiring higher education in conventional subjects has become very bleak. That is why the Higher and Technical Education Department, Mumbai, Government of Maharashtra has sent a proposal of Rs. 97,19,24,000 to the government on 2nd September, 2005 for providing financial assistance to launch a vocational course in 10+2 i.e. higher secondary class.

*[English]*

MR. SPEAKER: Totally beyond the scope.

SHRI ARJUN SINGH: Sir, this is a very specific question. I would require a notice for it.

MR. SPEAKER: Quite true! Shri Bapu Hari Chaure, ask your second Supplementary, if you have any.

*[Translation]*

SHRI BAPU HARI CHAURE: Sir, I would like to know how many seats have been reserved for students belonging to scheduled castes, scheduled tribes, OBC and Minority community for providing them higher technical education in Civil Engineering, Mechanical Engineering, electrical engineering, Computer engineering in private and Government Colleges and what would be the uniformity in their fee structure? I would like to know from the Minister whether the Government has any programme to help a poor desirous and deserving person in getting higher technical education who is unable to do so for want of money?

*[English]*

SHRI ARJUN SINGH: Sir, there are programmes for helping poor students in various institutions. I can generally say so but in particular in any place what is the provision, I am not in a position to say.

*[Translation]*

SHRI M.P. VIRENDRA KUMAR: Mr. Speaker, Sir, the hon. Minister did not mention anything in regard to Madhya Pradesh in his reply. Whether any survey has been conducted recently to assess the quality of vocational Education in I.T.I. and polytechnics in Madhya Pradesh? The condition of vocational institutions in Madhya Pradesh is poor in comparison to those of Maharashtra and other material in I.T.I. and polytechnics for conducting vocational education. Whether the Government propose to provide any special package to Madhya Pradesh so as to meet this shortage?

*[English]*

SHRI ARJUN SINGH: These are provisions which

are being made for all the States. What is the survey and to what extent things have come up...*(Interruptions)*

*[Translation]*

SHRI VIRENDRA KUMAR: Mr. Speaker, Sir, the question has been asked in Hindi so that reply must come in Hindi too.

MR. SPEAKER: That is not mandatory.

*[English]*

Both the languages are permitted. You choose your own medium. There is nothing wrong in that.

*[Translation]*

SHRI ARJUN SINGH: No results of survey relating to any state have been received so far. Particularly, in regard to Madhya Pradesh I would like to clarify that ITIs are run by Labour department and not by Education department. So, I will not be able to give any information in this regard. We are gathering data of places where survey in the field of technical education has been conducted in general and where it is required. As soon as it will be available with me I will place it before the hon. Members.

\*SMT. PARAMJIT KAUR GULSHAN: Sir, more than 30,000 youths are unemployed in Punjab. Many of them have got addicted to drugs. On the other hand, in about 92 job-oriented technical institutes and institutes providing vocational training, 755 posts of instructors out of a total of 1600 are lying vacant. As a result, many courses have been forced to shut down. I would like to ask the Hon. Minister whether he is taking any steps to fill these vacant posts, so that those youths who are unemployed can get self-employment?

*[English]*

SHRI ARJUN SINGH: This is basically a State subject and they will definitely take note of it. I can find out what has been done in this specific case.

DR. SUJAN CHAKRABORTY: Sir till today general education in our country is more popular probably than

the vocational educational courses. One reason for that may be that the people are not finding it so interesting mainly because the job potentiality is probably not created enough. Additionally, in today's international scenario, India is getting increasingly recognised as a very potential centre for international trade and business. Therefore, the question of our preparedness is very important. In this background, I would like to know from the hon. Minister whether the Government has any proper survey on how the vocational education is adding to the job opportunities in the country; and whether the new types of courses, curriculum or the practical orientation in it, is being planned or proposed so as to accelerate the country further to develop as an international centre for industry and business.

MR. SPEAKER: Any new course?

SHRI ARJUN SINGH: I would like to explain one thing very clearly. Vocational educational programme—it is a fact—has not progressed in the manner it should. One of the reasons is that the Labour Department is controlling all the ITIs where most of the skills are imparted. The vocational programme in the 10 plus 2 schemes is with the Department. It has been found that it is not adequate and, therefore, it is being revamped. In the Eleventh Plan period, which is one year later, a new programme regarding vocational education will be put in place.

SHRI SACHIN PILOT: Sir, as the hon. Minister is aware, the conventional degrees that the youth of the country are taking up such as BA and MA do not make them employable enough, especially in the private sector.

Sir, to increase the skill sets of the youth, especially in the northern region, in my State, Rajasthan and other States, in the 11th Plan, is the hon. Minister open to accepting private partnership and taking these vocational institutes to the rural centres of the country, especially in the Northern India?

SHRI ARJUN SINGH: Sir, the question of accepting private participation, in principle, has been accepted and I would very much welcome the participation in this regard because I agree with the hon. Member that these are the skills which can be imparted much more liberally and properly in that manner.

\*Translation of the speech originally delivered in Punjabi.

MR. SPEAKER: Yes, there are, nowadays, a large number of private centers coming up.

*[Translation]*

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, is the Government contemplating to make vocational education employment oriented and provide unemployment allowance to those youth who are vocationally educated and are unemployed?

SHRI ARJUN SINGH: Mr. Speaker, Sir, I can't take any decision to provide unemployment allowance to the unemployed youth.

*[English]*

MR. SPEAKER: What is your question?

*[Translation]*

SHRI SHAILENDRA KUMAR: Mr. Speaker, Sir, will the Government make provision for granting unemployment allowance to those youth who are vocationally educated and are unemployed?

*[English]*

MR. SPEAKER: How can he answer it? I wish he could. Then, you could have forced him to give some jobs.

Mr. Yerrannaidu, please hold your patience. I have already allowed five supplementaries in addition to the two questioners. Your exuberance should not be shown in this manner. Let me see what is the relevance.

*[Translation]*

SHRI SUNIL KUMAR MAHATO: Mr. Speaker, Sir, big business houses are now a days heading towards Jharkhand to tap its unlimited resources. Besides, there was a news item published in the local newspaper that there is a need for forty thousand diploma holders in the State. There are general educational institutes in the State. But the Central Government never decided to open I.T.I. to provide technical education. That is why the youths are being drawn towards extremism. I want to know from the Government the action being taken to impart vocational education to the youth.

*[English]*

MR. SPEAKER: It is a suggestion for action

SHRI ARJUN SINGH: Yes, Sir. Thank you very much.

MR. SPEAKER: All right. It is a good suggestion.

PROF. BASUDEB BARMAN: Sir, I would like to know from the hon. Minister the details about the facts ascertained by the monitoring mechanism regarding quality of vocational education and training as imparted by various institutions in the country. I would also like to know whether the Government is considering any possible tie up between the Industrial training institutes and Polytechnics on the one hand and the engineering/ technological degree institutions and IITs on the other.

MR. SPEAKER: He has already answered it.

SHRI ARJUN SINGH: Sir, these are the subjects, which are being considered, and as I stated, in the 11th Plan, we will have a comprehensive vocational training programme.

MR. SPEAKER: We cannot even cover three questions!

SHRI KINJARAPU YERRANNAIDU: Mr. Speaker, Sir, the Government of India has contemplated many projects. We need skilled professionals. So, we have the National Urban Renewal Mission project and Special Purpose Vehicle project—Bharat Nirman. We are spending Rs. 383 lakh crore. So, we need professionals.

MR. SPEAKER: Please put your question.

SHRI KINJARAPU YERRANNAIDU: Will the Government of India provide any scheme to strengthen the ITIs and polytechnic colleges. At engineering level, there is no shortage. In the rural areas, we have ITIs and polytechnic colleges. Every district, we have a large number of ITIs and Polytechnic colleges but because of lack of infrastructure, we are not giving good education to students. So, will the Government of India provide any scheme to strengthen the ITIs and polytechnic colleges in the country?

MR. SPEAKER: He is talking about those run under the State Government.

SHRI ARJUN SINGH: Apart from that, the ITIs are solely controlled by the Labour Department. That is what I am saying from the very beginning. Now, that is a limitation for me. I am not saying that what the hon. Member is saying is not needed, but I cannot answer it.

MR. SPEAKER: You may put a Question next time to the hon. Minister of Labour.

### TRIFED Projects

\*386. SHRI S. AJAYA KUMAR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the details of projects being undertaken by Tribal Co-operative Marketing Development Federation (TRIFED) in various States;

(b) whether the Government has any mechanism to monitor the progress of these projects;

(c) if so, the details thereof;

(d) the details of the nodal agencies co-ordinating with TRIFED for the implementation of these projects; and

(e) the extent to which tribals have been benefitted from these projects?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) to (e) A statement is laid on the Table of the House.

### Statement

(a) to (e) The details of projects, the nodal agencies coordinating with the Tribal Cooperative Marketing Development Federation of India Limited (TRIFED) for the implementation of their projects and the extent to which the tribal people have benefitted from these projects during the last two years are given in the enclosed Annexure. The physical and financial parameters are set at the time of preparing the projects and the progress is monitored by the Field Offices of TRIFED and by TRIFED, Headquarters through periodic reviews during the course of implementation of the projects.

### Annexure

*Names and other details of the Projects undertaken by TRIFED during the last two years in various States, Nodal Agencies coordinating with TRIFED for implementation and the number of tribal beneficiaries from these projects*

Sl. No.	Name of the State	Details of the Project	State-wise Nodal Agency/NGO	Number of Tribal Beneficiaries
1	2	3	4	5
1.	Karnataka	<b>Wild Honey Project:</b>  The project on Economic Empowerment of the Tribal Honey Hunters through Skill as Upgradation in Collection and Extraction as well as Awareness of Processing and Marketing of Wild Honey has commenced during 2004-05 in ITDP areas of the State of Karnataka. The project envisages training	Vivekanand Girijan Kalyan Kendra,  Karnataka State Lamp Federation  The Mysore Resettlement and Development Agency MYRADA	2450 Tribal Honey Hunters.

1	2	3	4	5
		<p>of tribals for scientific collection/extraction of wild honey and to providing them with protective clothing and equipments for the purpose.</p> <p>The total cost of the project is Rs. 101.00 lakhs out of which Ministry of Rural Development has sanctioned an amount of Rs. 96.40 lakhs under special SGSY Scheme.</p>	<p>Swami Vivekanand Youth Movement,</p> <p>Karnataka State Khadi and Village Industries Board.</p>	
2.	Chhattisgarh	<p><b>Promotional Project of Cultivation and Marketing of Medicinal Plants at Jagdalpur, Dist. Bastar</b></p> <p>This project has the following objectives: training tribal farmers about multiplication of seeds, slips and sapling manuring, irrigation, harvesting, processing, value addition, packaging, storage and marketing of Safed Mukli and Amla.</p> <p>The period of the Project is two years i.e. from 2004 to 2006. The Project is being taken up with the financial assistance of National Medicinal Plants Board, New Delhi.</p> <p><b>Value Addition and Integrated Market Development of Hill Brooms</b></p> <p>This Project on was started for:</p> <ul style="list-style-type: none"> <li>— Providing training opportunities in value addition.</li> <li>— Creating value addition facilities at the procurement level so that remunerative prices could be provided to the tribal gatherers.</li> <li>— Employment generation for the tribal women for their economic betterment.</li> <li>— Opening up of market channel by providing market support to the product.</li> </ul>	<p>TRIFED office at Jagdalpur</p> <p>TRIFED office at Jagdalpur.</p>	<p>It has generated employment for 4862 man-days during 2004-05 and 2485 man-days till 14-12-2005 during 2005-06.</p> <p>During the year 2004-05 it has generated employment of 1238 man-days.</p>

1	2	3	4	5
3.	West Bengal Assam, Gujarat, Karnataka.	<p><b>Baba Saheb Ambedkar Hastshilp Vikas Yojana:</b></p> <p>This Project for Development of Tribal Handicraft is sponsored by the Office of the Development Commissioner (Handicrafts).</p> <p>TRIFED has already completed the 1st phase of activity i.e. "Social Intervention" by way of conducting Baseline Survey, Mobilisation and Formation of Self Help Groups (SHGs)</p> <p>The 2nd phase of intervention i.e. "Technological Intervention" by way of imparting Skill Up-gradation Training (SUT) and organizing Design and Technical Development Workshop (DTDW) in 8 Crafts viz. Kantha Stitch (in 2 batches), Textile Batik, Leather Batik, Dokra casting, Bamboo craft, Wood craft, Handmade paper craft and Sabai Grass craft have also been completed in West Bengal.</p>	<p><b>West Bengal:</b> Institute of International Development (IISD)</p> <p>Tagore Society for Rural Development (TSRD)</p> <p>Prem Bazar INITIATIVE KALYAN.</p> <p><b>Assam:</b> BOSCO Reach Out.</p> <p><b>Gujarat:</b> Bhasha Research and Publication Centre (BHASHA)</p> <p><b>Karnataka:</b> Vivekananda Girijana Kalyana Kendra (VGKK), Chamrajnagar.</p>	<p>West Bengal— 1023 (84 SHGs)</p> <p>Assam-843(73 SHGs)</p> <p>Gujarat-652(51 (SHGs)</p> <p>Karnataka-231 (17 SHGs)</p>
4.	Chhattisgarh, Madhya Pradesh, Orissa, West Bengal and Jharkhand.	<p><b>Value addition in Sal/Siali leaves:</b></p> <p>This is being undertaken to empower the tribals by skill upgradation through training programmes for making Dona Pattals by utilizing of Bio-Fuel moulding machines. This process contributes towards value addition in these tribal products, creates employment opportunities for them, results in the increase in their annual income and makes them self dependent.</p>	<p>Regional Offices of TRIFED.</p>	<p>Chhattisgarh-12 tribals. MP—189 Tribals. Orissa-116 Tribals. West Bengal—90 tribals.</p>
5.	Chhattisgarh, Orissa, Andhra Pradesh,	<p><b>TRIBES India Shops:</b></p> <p>TRIFED has started a project 'TRIBES India' for marketing tribal art and craft.</p>	<p>TRIFED Regional Offices.</p>	<p>Presently 150 tribal artisan/ organizations</p>

1	2	3	4	5									
<p>Jharkhand, Madhya Pradesh, Gujarat, Assam, Meghalaya, Manipur, Arunachal Pradesh, Tripura, Sikkim, Nagaland, Maharashtra, Jammu and Kashmir, Himachal Pradesh, Uttaranchal, Tamil Nadu, Kerala etc.</p>	<p>TRIFED established its first showroom at 9, Mahadev Road, New Delhi. TRIFED has expanded its operations and is now operating through 6 outlets of its own.</p>	<p>In addition TRIFED is marketing tribal products on consignment basis through 14 different State Emporia. The sale turnover of last three years of TRIBES is as follows:</p> <table border="1"> <tr> <td>1. 2003-04</td> <td>—</td> <td>Rs. 39.75 lakhs</td> </tr> <tr> <td>2. 2004-05</td> <td>—</td> <td>Rs. 50.85 lakhs</td> </tr> <tr> <td>3. 2005-06</td> <td>—</td> <td>Rs. 80.02 lakhs</td> </tr> </table> <p>(Upto November, 05)</p>	1. 2003-04	—	Rs. 39.75 lakhs	2. 2004-05	—	Rs. 50.85 lakhs	3. 2005-06	—	Rs. 80.02 lakhs	<p>In Order to meet the demand of tribal products for sale through these outlets, TRIFED sources products through its Regional offices from tribals. TRIFED empanels tribal artisan/suppliers for supplying different items to TRIBES shop. Presently 150 tribal artisan/organisations are empanelled with TRIBES. These empanelled suppliers includes NGOs/Organisations which are associated with a number of tribals.</p>	<p>are empanelled with TRIFED These Empanelled Suppliers include NGOs/organisations which are associated with approx. more than 900 tribals in different States. During the current year, the empanelled artisans has gone up from 73 to 150.</p>
1. 2003-04	—	Rs. 39.75 lakhs											
2. 2004-05	—	Rs. 50.85 lakhs											
3. 2005-06	—	Rs. 80.02 lakhs											
		<p><b>Tribal Artisan Melas (TAMs):</b></p>											
		<p>TRIFED initiated a new concept of organising Tribal Artisan Mela (TAM) as an exercise to source tribal art and craft directly from the tribal artisans/group of artisans.</p>											

SHRI S. AJAYA KUMAR: Sir, there is a general complaint that the Government is not providing adequate funds to TRIFED and not paying sufficient attention to this. This has created a feeling that the Government is intending to close it down. I would like the hon. Minister to state the actual position in this regard.

MR. SPEAKER: He wants to know whether you are closing this down.

SHRI P.R. KYNDIAH: Sir, no, not at all. In fact,

we are taking steps to see that TRIFED is given all the support and help.

SHRI S. AJAYA KUMAR: There is a widespread feeling that the State of Kerala is not given adequate share of funds for Tribal development through TRIFED. May I know from the hon. Minister whether a Monitoring and Vigilance Committee will be constituted to ensure proper allocation and utilization of TRIFED funds?

SHRI P.R. KYNDIAH: The question relates to

Monitoring Committee for strengthening Kerala. We will certainly look into it and we will extend all support.

MR. SPEAKER: It is very good. You have got your answer. He says that he will give all support to Kerala.

SHRI P.C. THOMAS: From the answer, it is seen that 150 tribal artisan organizations are empanelled with TRIFED for the project 'TRIBES India'. May I know whether several applications are pending to get empanelled and what are the norms for getting empanelled?

I have a question as far as Kerala is concerned. There are some applications for which we do not get proper response. Will the Minister see to it that—I know, at least about Kerala—such applications are expedited?

MR. SPEAKER: Applications for what?

SHRI P.C. THOMAS: They are applications for empanelling them as tribal artisan organizations in the 'TRIBES India' Project.

SHRI P.R. KYNDIAH: This is a suggestion, in fact. We will certainly look into it.

SHRIMATI MANEKA GANDHI: One of the projects, which TRIFED has started, was a shop called TRIBES, and the purpose of TRIBES was to buy artifacts directly from the tribes, cutting out middlemen. In the beginning, this shop which is on Mahadev Road, New Delhi was supposed to turn into a series of shops across India. It was doing extremely well. However, it is now buying only through middlemen; and it has de-generated into a completely non-profit venture. Could you please tell me what is being done to revive it?

SHRI P.R. KYNDIAH: As a matter of course as you know too well, TRIFED has started this project and as you again know it too well, we are taking all steps so that TRIFED, as an undertaking, prospers. We will take all steps and in fact, recently we have done something.

MR. SPEAKER: She is telling about the shop at Mahadev Road.

SHRI P.R. KYNDIAH: Yes, it is on Mahadev Road.

SHRIMATI MANEKA GANDHI: Sir, why is it buying through middlemen? It is not paying to any tribals. Now, it is really not a good shop.

MR. SPEAKER: You will look into it, is not it?

SHRI P.R. KYNDIAH: We will look into it.

MR. SPEAKER: I am getting a favourable response for all of you.

SHRI CHENGARA SURENDRAN: May I know whether TRIFED is supplying raw cashew nuts to the Kerala State Cashew Development Corporation? Is there any case pending regarding the supply of raw cashew to Cashew Development Corporation?

MR. SPEAKER: How can these details be answered in this fashion?

SHRI P.R. KYNDIAH: After all, this is a Society; we have to get the details from them.

MR. SPEAKER: Q. No. 387, Shri J.M. Aaron Rashid—Not present.

Shri Rayapati Sambasiva Rao.

#### **Trade with Pakistan**

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\*387. SHRI RAYAPATI SAMBASIVA RAO:

SHRI J.M. AARON RASHID:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has imposed any restriction on the import of certain goods from Pakistan;

(b) if so, the details thereof alongwith the reaction of Pakistan on this restriction;

(c) whether Pakistan has restricted import of medicines and raw sugar from India;

(d) if so, the reasons therefor alongwith the action taken by the Government in this regard;

(e) whether the Government intends to export machinery, wheat, rice, edible oil and other agricultural products to Pakistan; and

(f) if so, the steps the Government has taken or proposes to take in this regard?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI KAMAL NATH): (a) and (b) India has not imposed any restriction on the imports from Pakistan as India has already granted Most Favoured Nation (MFN) Status to Pakistan. Imports are regulated under our Foreign Trade Policy.

(c) to (f) A statement is laid on the Table of the House.

#### **Statement**

(c) and (d) Pakistan is yet to reciprocate by granting MFN status to India and has cited extraneous political, economic and other reasons for this. Instead, Pakistan follows Positive List approach. India's export to Pakistan is, therefore, restricted to the items in the Positive List, as notified from time to time, by the Government of Pakistan. The present Positive List of Pakistan consists of 773 items.

As far as export of medicines to Pakistan is concerned, it is according to the items in the Positive List of Pakistan. Recently they have included Vaccines for Hepatitis B and Anti Rabies and Medicines and vaccines for thalassaemia, cancer and HIV/AIDS in their Positive List.

In August, 2005 Pakistan announced its decision to include sugar in their Positive List of importable items from India. Raw and refined sugar can now be imported into Pakistan from India by Public as well as Private Sectors, including through land route (Attari-Wagah) on the same duties and taxes as levied on its import from worldwide sources. Under our current Foreign Trade Policy, export of sugar is freely allowed under Open General Licence (O.G.L.) without any quantitative restriction and can be undertaken by the sugar mills, either directly or through the exporters as per their commercial prudence. However, keeping in view the stock position, the Government has decided to allow

export of sugar (including to Pakistan) by those factories that imported raw sugar under Advance License Scheme. There is no data regarding export of sugar to Pakistan since its inclusion in the Positive List.

(e) and (f) Wheat and rice are not included in the Positive List of Pakistan. However, certain categories of agricultural products, edible oils and machineries are in the Positive List of Pakistan. Export of any item to Pakistan, which is in the Positive List, would depend upon the domestic supply and demand from Pakistan. As far as agricultural products are concerned, in May 2005, Government of Pakistan announced its decision to import twelve items from neighbouring countries on duty free basis by road including Wagah Border. This list includes four agricultural products, namely Potatoes, Tomatoes, Onions and Garlic, and export of these items commenced through Attari-Wagah Border in July, 2005. Since then 938 Metric Tonnes (MT) of Garlic and 526 MT of Potato have been exported by road.

The following positive steps have been initiated to boost bilateral trade:—

- (a) India and Pakistan have set up a Joint Study Group (JSG) at the level of Commerce Secretary to adopt strategy for boosting trade between the two countries.
- (b) South Asian Free Trade Area Agreement (SAFTA), of which both India and Pakistan are signatories, is scheduled to come into force from 1st January, 2006. The Trade Liberalization prescribed under SAFTA would be applicable to all items except those items which have been included in the Sensitive (Negative) List under SAFTA. While India's Sensitive List has 884 items, that of Pakistan has 1183 items.

SHRI RAYAPATI SAMBASIVA RAO: Is it a fact that a Joint Study Group meeting is proposed to be held in Islamabad shortly? If yes, what are the agenda items? Is it also a fact that a meeting of Sub-Groups on Non-Tariff Barriers and Customs Cooperation and Trade Facilitation to formulate recommendations is going to be held shortly? If yes, has the Ministry framed the guidelines to be followed during the meeting? When is the meeting going to be held?

MR. SPEAKER: It is a very exhaustive Supplementary Question.

SHRI KAMAL NATH: He asked about the Joint Study Group. There was a decision to look into the possibility of an Economic Cooperation Agreement. Meetings have been held and a new date has not been fixed. It is going to be done at a mutually acceptable time. But I have, in my interaction with my counterpart, the Minister of Commerce from Pakistan, discussed this to expedite the date so that we can have it early and move on with greater economic engagement with Pakistan. This is evident from the fact that in the last 1-1½ years, trade with Pakistan has substantially increased.

SHRI RAYAPATI SAMBASIVA RAO: Is it true that United Kingdom is promoting trade between India and Pakistan? If yes, is India entertaining such a proposal from UK, when already negotiations are on at different levels between India and Pakistan?

SHRI KAMAL NATH: Sir, the Main Question was on Pakistan.

MR. SPEAKER: You are a very knowledgeable Minister.

SHRI KAMAL NATH: But being a part of Commonwealth, I would like to say that there are several programmes and efforts to increase trade with UK. There is a Joint Economic Trade Commission, a meeting of which is being held on the 30th January. Today our investments—this covers not only trade, but also investments—into UK during this year have exceeded the investments of UK into India.

SHRI P.S. GADHAVI: Will the hon. Minister consider sea route for export and import between two countries—like from Kandla and Mundra to Karachi?

SHRI KAMAL NATH: Yes. All routes will be considered. I would like to inform the House that in the South Asian Free Trade Agreement which has been on the anvil for the last couple of years, there were contentious issues which could not be resolved. But over the last fortnight or so, all the issues have been resolved; and the South Asian Free Trade Agreement will come into effect from the 1st January 2008. That

will be looking into all the routes. No specific route has been identified so far. But obviously all routes will come into this. This South Asian Free Trade Agreement is very important towards Indian engagement with its neighbours, both in trade terms and also in political terms.

MR. SPEAKER: Q. No. 388—Shri Madhu Goud Yaskhi—Not present.

Shri Dhanuskodi R. Athithan—Not present.

Q. No. 389—Shri Ram Kripal Yadav.

#### Development of Industries in Backward Areas

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\*387. SHRI RAM KRIPAL YADAV:

SHRI SUGRIB SINGH:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government periodically evaluates the progress in industrialisation in the country;

(b) if so, whether the Government has appointed any agency to evaluate industrialisation in the country, particularly in Bihar;

(c) if so, the details thereof alongwith the outcome thereof;

(d) whether any target fixed by the Government for industrialisation, especially in the backward areas has been achieved;

(e) if so, the details thereof;

(f) whether any review of the Growth Centre Scheme has been done by the Government; and

(g) if so, the outcome thereof?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI KAMAL NATH): (a) Yes, Sir. The progress of various sectors of the economy, including industry is constantly monitored.

(b) and (c) No, Sir.

(d) to (g) A statement is enclosed.

**Statement**

(d) and (e) Government has fixed a target of 10% for the growth of industrial sector in the Tenth Plan for the country. However, no specific target has been fixed for the backward areas. Targets and achievements for the country as well as of Bihar are given in enclosed Annexure.

(f) and (g) An evaluation of the Growth Centre Scheme was undertaken by the Planning Commission based on a sample of 17 growth centres out of 71 sanctioned so far. The findings of the study tend to suggest that the Scheme has failed to achieve its objectives except in few isolated cases.

Since the Planning Commission study was only a sample study, the Department of Industrial Policy and Promotion has recently initiated a comprehensive study of all the Growth Centres through National Productivity Council in order to arrive at a final conclusion regarding the continuation of the Scheme.

**Annexure**

*Target for Growth of Industrial Sector under  
10th Plan*

Tenth Plan (2002-2007) target for:		Target in Percentage
All India	—	10
Bihar	—	6

*Growth Rate of Industrial Sector:  
All India and Bihar*

Year	Percentage of Industrial Growth	
	All India	Bihar
1	2	3
2000-2001	6.5	2.02

	1	2	3
2001-2002		3.4	(-)10.1
2002-2003		6.8	4.8
2003-2004		6.6	3.7
2004-2005		7.7	5.0

NB: Industry includes Mining and Quarrying, Manufacturing, Electricity, Gas and Water Supply and Construction.

[Translation]

SHRI RAM KRIPAL YADAV: Sir, I am not prepared...(Interruptions)

[English]

MR. SPEAKER: Well, if you are not prepared, then, I would not allow you to put Questions. Shall I call Shri Sugrib Singh?

It seems that you did not expect that this Question would be reached. Do some self-introspection.

...(Interruptions)

MR. SPEAKER: I will not allow irrelevant Supplementary Questions.

...(Interruptions)

MR. SPEAKER: You can put the first Supplementary Question, if you have any. Do you not have any Supplementary Question? No?

[Translation]

SHRI RAM KRIPAL YADAV: Sir, I did not make any preparation. I thought that Question No. 389 will not come up today in the House...(Interruptions)

[English]

MR. SPEAKER: I am sorry that this confession is taken as a matter of amusement. It is not a matter for amusement.

Now, I call Shri Sugrib Singh.

[Translation]

SHRI SUGRIB SINGH: Mr. Speaker, Sir, in the context of the Evaluation Report provided to us, I want to know the exact number of the sick industries particularly in the context of Orissa and their impact on the country?

[English]

SHRI KAMAL NATH: I will send these details to the hon. Member. The State Government monitors as to which industry is sick. We will get this information from the State Government and give it to the hon. Member. There is no monitoring, with regard to the sickness of an industry, done by my Ministry.

MR. SPEAKER: Prof. Ram Gopal Yadav.

[Translation]

SHRI RAM KRIPAL YADAV: Sir, I am prepared now....(Interruptions)

[English]

MR. SPEAKER: Please take your seat.

...(Interruptions)

[Translation]

SHRI RAM KRIPAL YADAV: I regret it but this is a matter concerning Bihar....(Interruptions)

MR. SPEAKER: You will get an opportunity after him. This is not good. It is shameful.

[English]

I will appeal to the hon. Members to allow me to pick and choose questions so that both the Ministers and the Members are ready.

...(Interruptions)

[Translation]

PROF. RAM GOPAL YADAV: Mr. Speaker, Sir, the hon. Minister is quite prepared. Through you, I want to know from the hon. Minister whether the Government propose to grant agriculture the status of an industry?

[English]

MR. SPEAKER: It does not arise out of the main question. It is a basic question.

[Translation]

SHRI KAMAL NATH: Mr. Speaker, Sir, the hon. Members are well aware that this matter has been going on for a long time and has been considered by a number of Governments. The agriculture sector is a source of employment and living for 650 million people and its importance cannot be understated. Whether agriculture should be conferred the status of an industry is an important question, but it is also clear that the UPA Government has accorded priority to agriculture and employment and the Government is considering to impart it momentum and steadiness.

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, agriculture sector has much potential in Bihar but in spite of the rich resources the State has been neglected since independence. Through you, I want to know from the hon. Minister the steps taken to support agro-based industry in Bihar.

[English]

MR. SPEAKER: Will you support any agro-based industry?

[Translation]

SHRI KAMAL NATH: Mr. Speaker, Sir, as far as industrial development is concerned, there are many schemes for it. Necessary action will be taken in regard to any such scheme proposed by the State Government. The Union Government is announcing a new policy particularly for the agro industries. We have given maximum priority to agro industries. I believe that with the help of this new policy we will be able to strengthen and accord top priority to the agro industry.

[English]

SHRI BIKRAM KESHARI DEO: Mr. Speaker, Sir, today Orissa has become one of the biggest destinations for FDI investment. In Orissa, two industrial Houses are coming up—one is POSCO and the other is Vedanta. I

would like to know from the Government categorically whether they are supporting these two industries or not. It is because as per the National Advisory Council meeting—what we read in the newspapers—you are going to support both POSCO as well as Vedanta tooth and nail. The hon. Prime Minister is on record saying this. But the Congress Party in Orissa is opposing POSCO and Vedanta. I would like to know from the Government why are they adopting this double standard.

**MR. SPEAKER:** He is not dealing with double standards. He is the Minister for Commerce.

**SHRI BIKRAM KESHARI DEO:** To encourage development of the mining industry in the country, especially in Orissa and the KBK backward districts, what steps and initiatives the Government will take to clear the hurdles which these industries face?

**SHRI KAMAL NATH:** Sir, the Government is fully supporting the industrialization and Foreign Direct Investment in Orissa and all other parts of the country. There are, of course, terms on which these industries are entering into agreements. Some of them are with the Central Government and some of them are with the State Government.

Now when you talk of POSCO and Vedanta, there has been some difference of opinion. It is not between the Central Government and the State Government. But some people in Orissa do not agree with the terms which the Orissa State Government has entered into, whosoever he may be. It is for the State Government to convince people of its own State.

However, the Government of India monitors all these investments because these investments generate employment and employment generation. As I said in reply to earlier question, it is one of our very important priorities. So, the Government of India monitors it. As regards POSCO, I had personally held a monitoring meeting. The meeting was held to see whether there are some difficulties like roads or some infrastructure development which may come under the purview of the Central Government, we will try to play a coordinating role. If the difficulty lies with the State Government, of course, they do bring to our notice the difficulties which

they are having and we take up those difficulties to ensure that the investments yield results both in terms of employment as well as address the economy of the country. But where the issues are concerned with the State Government and if there is a local criticism, it is for the State Government to address them.

*[Translation]*

**SHRI RAMDAS ATHAWALE:** Mr. Speaker, Sir, if the country has to thrive in the international market then a lot of cooperation should be given to the industry. We should enhance our exports instead of import. A large number of industries are on the verge of closure. I would like to ask from the hon'ble Minister that what steps are likely to be taken by the Government to bail out the industries on the verge of closure. The Government has to provide more support for setting up new industries. I was in Hong Kong for four days to oppose WTO meet in Hong Kong, wherein under the leadership of USA certain countries in the WTO were trying to sabotage the interests of the developing countries at the cost of furthering their interests. It should be opposed tooth and nail and our country should play a lead role. Shri Kamal Nathji acted very responsibly and handled his job quite well at the forum. I would like to know from the hon'ble Minister that what is the plan of the Government in terms of extending cooperation to give impetus to the industry in the country? The Government must do something to oppose the WTO agenda vehemently.

*[English]*

**MR. SPEAKER:** I am sorry, you are misusing the opportunity. Did you discuss the matter regarding industries in backward areas in the WTO? That is not their role. I am sorry, he has not discussed it.

*[Translation]*

**SHRI MITRASEN YADAV:** Hon. Mr. Speaker, Sir, Hon. Minister has given a reply. I would like to know from the hon. Minister whether he is prepared to launch the Crop Insurance Scheme to provide relief to the farmers.

**MR. SPEAKER:** How is it possible like this?

[English]

MR. SPEAKER: Mr. Md. Salim to ask a supplementary. But you are not in your seat. I am sorry, I cannot allow you.

MD. SALIM: Sir, I am going to my seat.

MR. SPEAKER: All right.

12.00 hrs.

MD. SALIM: Sir, the North-Eastern part of our country is a backward region and because of their backwardness certain facilities have been extended to that region. I would like to know if those facilities would also be extended to five districts in North Bengal. It is because North Bengal is the gateway of the North-Eastern region.

MR. SPEAKER: Mr. Minister, you can say that you would look into the matter.

SHRI KAMAL NATH: Sir, I will not only look into it, but I have been already looking into it. There are very specific schemes for the North-Eastern Region, namely, Capital Investment Subsidy Scheme, the Central Interest Subsidy Scheme, the Comprehensive Insurance Scheme, the Integrated Infrastructure Development Scheme. The North-Eastern region remains our priority area in terms of schemes.

SHRI HANNAN MOLLAH: His question is whether you would extend the facilities contained in those schemes to the five districts of North Bengal or not.

SHRI KAMAL NATH: I am coming to that. There is a criteria for extending the facilities of the Schemes meant for the North Eastern region and Jammu Kashmir. If that criteria is applicable in case of those five districts in North Bengal fits into that criteria, then it can be done. Extension of facilities of these schemes on an *ad hoc* basis cannot be done. If it could have been done then, I would first extend it to my own constituency. But has to have some basis. So, if the criteria fits in for those five districts in North Bengal, then the Government can look into it.

MR. SPEAKER: There is an admission here that the constituency of Shri Kamal Nath is backward.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Assistance to States for Export Infrastructure

\*388. SHRI MADHU GOUD YASKHI:

SHRI DHANUSKODI R. ATHITHAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the budget allocated for assistance to States for development of Export Infrastructure and allied Activities (ASIDE) scheme during the last three years alongwith amount spent in each year;

(b) whether some State Governments have requested the Union Government for additional assistance under the scheme;

(c) if so, the details thereof alongwith the reaction of the Government thereto, State-wise;

(d) whether the Government has evaluated the progress achieved by the States with regard to exports as a result of ASIDE, scheme; and

(e) if so, the details thereof?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI KAMAL NATH): (a) The details of funds released under the assistance to States for Development of Export Infrastructure and Allied Activities (ASIDE) scheme and expenditure during the past three years are as follows:—

(In Rs. Crore)

Year	Amount Released	Expenditure*
2002-2003	325.46	129.71
2003-2004	349.84	284.66
2004-2005	424.88	330.04

(\*The expenditure relates to funds released during earlier years also)

(b) and (c) Some States have sought additional assistance for specific projects under the Central Component of ASIDE. The important proposals received from different State Governments for such assistance and the action taken thereon by the Central Government are given in the Annexure.

(d) and (e) The Government had commissioned

the Infrastructure Leasing and Financial Services Ltd. (IL and FS) to carry out a mid-term appraisal of the ASIDE Scheme. Though the study has concluded that most of the States have shown positive growth in their exports since the implementation of the ASIDE Scheme, no direct correlation has been established between the exports from different States and the expenditure in such States under ASIDE.

**Statement**

*Important proposals received from different State Governments and the action taken thereon by the Central Government*

State	Description of Project	Project cost (Rs. in lakh)	Action taken on the proposal by the Central Government
1	2	3	4
Andhra Pradesh	Construction of a railway line from Obulavaripalli to Krishnapattanam Port	49000 (Rs. 8600 lakh sought from ASIDE)	The Project was not approved as the ASIDE scheme was not designed to meet the requirements of such a large infrastructure project.
Jammu and Kashmir	Construction of two Common Effluent Treatment Plants for the leather industry at Lassipora and Samba	386 (Rs. 193 lakh sought from ASIDE)	The project was approved.
	Setting up of two SEZs at Ompora, and Kartholi	15348.96	The project was not approved.
	Construction of an International Trade Centre at Srinagar	2500	The project was approved in principle. A detailed project report has been sought from the State Government.
Kerala	Modernisation of three fisheries harbours at Puthiyappa, Beypore and Neendakara	1416	The project was approved with the proviso that one third funding would be provided under ASIDE.
	Setting up of an International Animation School at KINFRA Film and Video Park at Thiruvananthapuram	2057 (Rs. 1000 lakh sought from ASIDE)	The project was not approved.

1	2	3	4
	Establishment Ornamental Fish Parks	300	The State Government is to submit a revised proposal in accordance with ASIDE guidelines.
Madhya Pradesh	Setting up of a Software Technology Park at Gwalior	2500	An amount of Rs. 1000 lakh has been sanctioned under ASIDE.
	Setting up a Convention and Trade Centre at Bhopal	3700	The State Government is to submit a detailed project report.
Maharashtra	Upgradation of road network connecting SEEPZ SEZ, Mumbai	264700 (Rs. 31000 lakh sought from ASIDE)	The project was not approved.
Rajasthan	Construction of approach road to Agro Food Park, Sriganganagar	242	The project was not approved.
	Developing a Rail link between Bhiwadi (Rajasthan) and Rewari (Haryana)	10500	Additional information has been sought on the proposed State Government contribution and private sector participation.
Sikkim	Construction of Border Trade Mart and other related infrastructure at Sherathang	530	The project was approved with the proviso that Rs. 280 lakh would be provided under the Central Component of ASIDE.
West Bengal	Development of Manikanchan SEZ Phase II	750	The project was not approved.
	Development of infrastructure at the Land Customs Station, Petrapole	186.63	The project was approved.

**Promotion of Small Scale Industries Sector**

\*390. SHRI JASUBHAI DHANABHAI BARAD:  
SHRI HANSRAJ G. AHIR:

Will the Minister of SMALL SCALE INDUSTRIES be pleased to state:

(a) the details with regard to the goods produced

and exported by the Small Scale Industries (SSI) sector during the last three years;

(b) whether the Government has conducted any study to assess the share of SSI sector in the total industrial production in the country;

(c) if so, the details thereof;

(d) whether the growth of the SSI sector has not

been commensurate with the extent of assistance provided during the last three years;

(e) if so, the details thereof; and

(f) the steps being taken by the Government to promote the SSI sector particularly in view of the competition faced by them from other sectors including multi-national companies?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) The estimated value of the goods produced and exported by the Small Scale Industry (SSI) sector during the years 2001-02, 2002-03 and 2003-04 is as under:—

(Rs. in crores)

Year	Value of goods	
	Produced	Exported
2001-2002	282270	71244
2002-2003	311993	86013
2003-2004	357733	97644

(b) and (c) On the basis of periodical compilation of relevant data and analysis thereof, it is estimated that the share of SSI sector in the total industrial production of the country during 2001-02, 2002-03 and 2003-04 was 39.62%, 39.52% and 39.42% respectively.

(d) and (e) It is evident from the Table is reply to part (a) of this question that the SSI sector has registered consistent growth in the estimated value of goods produced and exported. Policies of and assistance provided by the Central Government under various schemes/programmes directly and indirectly help the growth of small scale industries.

(f) The State Governments/Union Territory Administrations are primarily responsible for the promotion and development of the SSI sector. However, the Central Government also implements a number of schemes/programmes to assist the SSI sector in enhancing its competitiveness. These include schemes

like Credit Linked Capital Subsidy Scheme (CLCSS) for Technology Upgradation, Reimbursement of Cost upto Rs. 75,000/- for obtaining ISO-9000/14001 Certification, Market Development Assistance for participation in trade fairs and exhibitions at national and international levels, Reimbursement of Cost upto Rs. 15,000/- for obtaining Bar Coding, etc.

[Translation]

#### Firing on Bangladesh Border

\*391. SHRIMATI RUPATAI D. PATIL:

SHRI JUAL ORAM:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Bangladesh Rifles and Bangladesh Army have been firing on Indian troops;

(b) if so, the number of Indian civilians/soldiers killed/wounded in such firings during 2005, till date;

(c) the action taken by the Government to check such incidents in future;

(d) whether the Commandant of Bangladesh Army has given any statement in this regard; and

(e) if so, the details thereof alongwith the reaction of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (e) There is no incident of Bangladesh Army firing upon Indian security forces. However, during the year 2005, 14 incidents of unprovoked firing by Bangladesh Rifles have come to the notice of the Government. In these firing incidents, one Assistant Commandant of BSF and one Civilian were killed and two BSF Constables were injured. Protest notes have been lodged with Bangladesh Rifles. Such incidents were raised at bilateral Border Coordination Conferences between BSF and Bangladesh Rifles and also at the recently held Home Secretary level talks in October, 2005 at New Delhi. No information has been received regarding statement delivered by the Commandant of Bangladesh Army.

*[English]***Export of Software**

\*392. SHRI M. SHIVANNA:

SHRI E. PONNUSWAMY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the total value of software exported to various countries during each of the last two years, country-wise;

(b) the details with regard to the proposals received from various States to extend financial assistance for infrastructure development of software;

(c) the reaction of the Union Government thereto; and

(d) the incentives given or proposed to be given by the Government to boost software exports?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI KAMAL NATH): (a) The total value of Exports of Computer Software and Services including IT Enabled Services is Rs. 77,300 crores (US \$ 17.2 Bn) in the year 2004-2005 as compared to Rs. 58000 crores (US \$ 12.6 Bn) in the year 2003-2004. The country-wise details of exports are given in the enclosed statement-I and statement-II.

(b) and (c) Projects for developing Software

Technology Parks have been taken up in Chhattisgarh, Haryana, Jharkhand, Orissa, Uttaranchal, etc. with financial assistance under the Critical Infrastructure Balancing Scheme (CIB)/Assistance to States for Developing Export Infrastructure and Allied Activities (ASIDE) Scheme during the year 2002. During the year 2005-2006, on a proposal from the Government of Madhya Pradesh, an amount of Rs. 10.00 crores has been approved as Central grant under the ASIDE Scheme for setting up a Software Technology Park at Gwalior. The balance amount will be met by the State Government of Madhya Pradesh and Software Technology Parks of India (STPI).

(d) The incentives given by the Government to boost Software Exports include approvals for all Foreign Direct Investment Proposals in the Sector under the automatic route; reduction in the peak rate of customs duty to 15%; abolition of customs duty on ITA-I items; 0% excise duty on computers and exemption of excise duty on micro-processors, hard-disc drives etc.; allowing import of capital goods at 5% customs duty under Export Promotion Capital Goods Scheme; exemption from customs and excise duty on IT Software; exemption of income-tax on export profits upto the year 2010 for Export Oriented Units/Software Technology Parks/units; 100% Income Tax exemption on export profits to SEZ units for 5 years; encouraging of e-Commerce by putting in place Information Technology Act, 2000 etc.

**Statement-I***Major Countries for Computer Software and Services Exports during 2003-2004*

Value: Rs. Cr.  
(US\$ Min.)

Destination	Computer Software	Value	%age of Sectoral Total
1	2	3	4
United States of America	35143.74	(7639.94)	60.59
United Kingdom	7805.32	(1696.81)	13.46

1	2	3	4
Japan	2070.02	(450.00)	3.57
Germany	1789.70	(389.07)	3.09
Belgium	1591.48	(345.97)	2.74
Netherlands	1067.12	(231.98)	1.84
Singapore	979.22	(212.87)	1.69
Finland	771.03	(167.62)	1.33
Sweden	769.57	(167.30)	1.33
Australia	686.78	(149.30)	1.18
Other Countries	5326.02	(1157.83)	9.18
<b>Total</b>	<b>58000.00</b>	<b>(12608.70)</b>	<b>100.00</b>

Average Exchange Rate  
1 US\$=Rs. 46.00

**Statement-II**

*Major Countries for Computer Software and Services Exports during 2004-2005*

Value: Rs. Cr.  
(US\$ Min.)

Destination	Computer Software	Value	%age of Sectoral Total
1	2	3	4
United States of America	45995.99	(10244.10)	59.50
United Kingdom	14056.00	(3130.51)	18.18
Japan	2371.9	(528.26)	3.07
Germany	2001.89	(445.86)	2.59
Netherlands	1538.65	(342.52)	1.99
Singapore	1215.11	(270.63)	1.57
Canada	1137.33	(253.30)	1.47

1	2	3	4
Australia	1035.07	(230.53)	1.34
Belgium	1014.45	(225.94)	1.31
France	492.87	(109.77)	0.64
Other Countries	6440.74	(1434.46)	8.34
<b>Total</b>	<b>77300.00</b>	<b>(17216.04)</b>	<b>100.00</b>

Average Exchange Rate  
1 US\$=Rs. 46.00

Source: Electronics and Computer Software Export Promotion Council

### **New Dredging Policy**

\*393. SHRI KISHANBHAI V. PATEL:  
SHRI MANORANJAN BHAKTA:

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

(a) the details of new Dredging Policy and its salient features;

(b) whether the Dredging Corporation of India's share has fallen since the entry of foreign firms in the dredging sector;

(c) if so, its likely impact on the future plan in dredging sector in the country; and

(d) the remedial measures proposed to be taken by the Government in this regard?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The present dredging policy framed after detailed discussions with all the stake holders was adopted with effect from 1-4-2004 for a period of three years. The salient features of this policy are:—

- (i) The maintenance dredging requirement of Kolkata Port shall continue to be met by Dredging Corporation of India Limited (DCI).
- (ii) All major ports other than Kolkata Port shall float open tenders for their dredging contracts.

(iii) DCI shall have the right of first refusal if its bid is within 10% of lowest technically qualified offer, for both maintenance dredging and capital dredging works including the capital dredging requirements of Kolkata Port.

(iv) To ensure level playing field between the DCI and other Indian dredging companies, the right of first refusal has been allowed to all Indian companies provided their bid is within 10% of the lowest offer. If more than one Indian companies including DCI participate in the tender, right of first refusal will go to that Indian Company which has quoted the lowest and is within 10% of lowest technically qualified offer.

(b) and (c) None of DCI's dredgers has remained idle on account of the new dredging policy. However, DCI's share in Indian dredging market has undergone some reduction, mainly because DCI has been deploying some of its dredgers abroad in an effort to expand its presence in the international dredging market. The present policy allows a level playing field for the Indian (both private and public sector) and foreign dredging companies and at the same time the Ports can get more competitive offers to meet their dredging requirements. It has also helped in increase in dredging capacity and helped in technological improvements in the dredging sector.

(d) Does not arise.

*[Translation]*

**Diversion of Funds under  
Anganwadi Kendra**

\*394. SHRI RATILAL KALIDAS VARMA:

SHRI Y.G. MAHAJAN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the funds sanctioned by the Union Government to the State Governments for Anganwadi Kendra during the last three years and till date;

(b) whether the Union Government has established any system to check diversion of funds, if any, meant for Anganwadi Kendra;

(c) if so, the details thereof;

(d) whether any instance wherein States have been found diverting the funds allocated for Anganwadi

Kendras to some other purposes has come to the notice of the Union Government; and

(e) if so, the details thereof alongwith the action taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) The information is given in the enclosed statement.

(b) and (c) The utilization of funds released to the State Governments is watched through the Quarterly and Annual Statement of Expenditure and Utilization Certificates in which the States certify that the funds have been utilized for the same purpose for which they were released. Moreover, the accounts of the State Governments are also audited by Comptroller and Auditor General of India.

(d) No such instance has come to the notice of the Government.

(e) Does not arise.

**Statement**

*State-wise position of funds released under ICDS Scheme during the year 2002-03, 2003-04, 2004-05 and 2005-06 (Upto 15-12-2005)*

(Rs. in lakh)

Sl. No.	State/UT	2002-03	2003-04	2004-05	2005-06
1	2	3	4	5	6
1.	Andhra Pradesh	14884.25	11135.88	13271.47	13680.34
2.	Arunachal Pradesh	2530.72	1552.73	1697.61	1530.46
3.	Assam	8121.08	4489.45	15999.37	11847.74
4.	Bihar	2582.74	5354.59	13611.47	7087.45
5.	Goa	435.75	420.70	294.52	378.08
6.	Gujarat	7055.28	9894.54	12465.58	9989.54
7.	Haryana	4349.41	4446.88	4782.27	5053.17
8.	Himachal Pradesh	2194.40	1603.66	2687.26	3081.30

1	2	3	4	5	6
9.	Jammu and Kashmir	3728.75	2415.88	3457.78	5232.09
10.	Karnataka	10699.29	11341.87	11253.50	12526.36
11.	Kerala	6621.08	9585.50	8403/16	7382.80
12.	Madhya Pradesh	7642.68	16002.77	13757.61	9877.70
13.	Maharashtra	18935.09	19598.87	14824.19	17086.40
14.	Manipur	2360.06	1453.55	2065.65	1335.75
15.	Meghalaya	1181.87	881.52	1467.81	1048.53
16.	Mizoram	1149.44	852.63	795.68	725.59
17.	Nagaland	2416.47	1509.28	1383.50	1583.44
18.	Orissa	8726.42	11523.81	11682.93	10528.29
19.	Punjab	3777.09	4943.21	3956.27	5617.46
20.	Rajasthan	11625.54	11727.65	11863.17	6411.47
21.	Sikkim	280.97	173.69	332.88	191.93
22.	Tamil Nadu	13459.18	10855.27	14526.30	15283.29
23.	Tripura	1403.95	1822.82	1452.32	1726.34
24.	Uttar Pradesh	13659.04	19095.23	23564.37	30013.58
25.	West Bengal	16629.63	15873.69	13069.59	20164.35
26.	Chhattisgarh	3531.24	6581.19	6411.96	4272.15
27.	Jharkhand	1143.15	3161.25	7719.66	4324.63
28.	Uttaranchal	4867.38	1782.83	2458.77	2914.95
	<b>Union Territories</b>				0.00
29.	Delhi	1014.18	1172.42	1138.36	1224.22
30.	Pondicherry	241.05	205.04	236.89	234.23
31.	Andaman and Nicobar Islands	164.32	187.31	188.39	232.66
32.	Chandigarh	123.50	141.71	155.26	110.40
33.	Dadra and Nagar Haveli	42.00	48.50	48.27	35.55

1	2	3	4	5	6
34.	Daman and Diu	43.24	41.37	38.98	38.43
35.	Lakshadweep	31.83	35.09	25.15	33.22
Total		177652.06	191912.88	221087.95	212803.89

### Review of Kishori Shakti Yojana

\*395. SHRI SHISHUPAL N. PATLE:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Kishori Shakti Yojana (KSY) has been launched in all the States;

(b) if not, the time by which it is likely to be implemented in all the States;

(c) whether the Government has conducted any study to review the functioning of Kishori Shakti Yojana (KSY);

(d) if so, the details thereof;

(e) whether the State Governments are utilizing the funds sanctioned under the scheme;

(f) if so, whether any instance of diversion of fund sanctioned under the scheme has come to the notice of the Government;

(g) if so, action taken by the Government in this regard;

(h) whether the Government contemplates to increase funds for the expansion of the said scheme; and

(i) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) and (b) Kishori Shakti Yojana (KSY) was launched in the year 2000, as a component of Integrated Child Development Services (ICDS) Scheme, in 2000 ICDS Projects. The

Scheme has, recently, been expanded to all the 6108 ICDS Projects in the country.

(c) No, Sir.

(d) Does not arise.

(e) to (g) Till 2004-05, the funds for implementation of KSY were being released to the States alongwith the funds for the ICDS Scheme. The feedback received reveals that the Scheme was not being implemented by some States till last year. However, no instance of diversion of funds outside ICDS Scheme has come to the notice of the Government. From the current financial year, the funds for the Scheme are being released under a separate Head of Accounts to improve its monitoring and utilization of funds.

(h) and (i) The allocation of funds has already been increased from Rs. 22.00 crore to Rs. 60.21 crores in the year 2005-06 to meet with the requirement of expansion of the Scheme.

### New Scholarship Scheme by NCERT

\*396. MOHD. SHAHID:

SHRI NARENDRA KUMAR KUSHAWAHA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the various schemes in existence whereby the Union Government awards scholarships to talented students across the country;

(b) whether the National Council of Educational Research and Training (NCERT) has launched any new scholarship scheme for talented students as reported in *Rashtriya Sahara* dated November 24, 2005;

(c) if so, the details thereof;

(d) whether the proposed scheme is likely to be implemented in all the States;

(e) if so, the time by which they are likely to be implemented; and

(f) the steps being taken by the Union Government to encourage and promote talented students?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) The Union Government through several Ministries awards various scholarships to talented students across the country. The Ministry has launched a new website on scholarships [www.educationsupport.nic.in](http://www.educationsupport.nic.in) which gives details of various Government and private Scholarships. The Govt. has also published a Compendium of Scholarships, which is a priced publication of National Book Trust (NBT) available at NBT outlets. Some of the Ministry of Human Resource Development's scholarships are:—

- (i) National Merit Scholarship Scheme—MHRD
- (ii) Scheme of Scholarship to students from Non-Hindi Speaking States for Post-Matric Studies in Hindi—MHRD
- (iii) National Talent Search Scheme by NCERT.
- (iv) CBSE Merit Scholarship Scheme for Professional Studies.
- (v) CBSE Merit Scholarship Scheme for under-Graduate students.
- (vi) Post-Graduate Scholarship for University Rank-Holders—UGC
- (vii) Post-Graduate Indira Gandhi Scheme for Single Girl Child—UGC

(b) No, Sir.

(c) to (e) Do not arise.

(f) Besides the scholarships being awarded to talented students, indicated in reply to part (a) above, the Ministry is also operating, on an average, one Jawahar Navodaya Vidyalaya [JNV] in each district in the country with the objective to provide good quality

modern education to the talented children in rural areas, without regard to their family's socio-economic condition. The scheme is fully funded by the Government of India.

#### **National Human Rights Commission in States**

\*397. SHRI BRAJESH PATHAK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Human Rights Commission (NHRC) are able to dispose of the human rights violation cases expeditiously;

(b) if not, whether any instance has come to the notice of the Government wherein there was inordinate delay in the disposal of human rights violation case by NHRC;

(c) if so, the details thereof alongwith action taken in this regard;

(d) the names of the States where State Human Rights Commissions are yet to be set up;

(e) whether NHRC has requested the State Governments to constitute Human Rights Commissions;

(f) if so, the details thereof; and

(g) the time by which such Commissions are likely to be constituted?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (g) There has been no inordinate delay in the disposal of cases relating to allegations of human rights violation registered with the National Human Rights Commission (NHRC). The National Human Rights Commission has, however, reported that there is some delay in disposal of complaints of alleged violation of human rights registered with it due to the large number of complaints received by it. The establishment of State Human Rights Commissions in all the States would help in speeding up of disposal of complaints of alleged human rights violation, as some of the work load would be shared by these Commissions. In the meeting of the National Human Rights Commission (NHRC) and State Human

Rights Commissions held in May, 2005, the Chairperson had expressed concern that only some States had set-up Human Rights Commissions. He had urged that those States, which had so far not constituted Human Rights Commission, should do so expeditiously, as provided for under the Protection of Human Rights Act, 1993. As per information available with the National Human Rights Commission as on date, the following 16 States have constituted/set up Human Rights Commission:—

Assam, Chhattisgarh, Himachal Pradesh, Jammu and Kashmir, Kerala, Madhya Pradesh, Maharashtra, Manipur, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal, Andhra Pradesh and Karnataka.

#### **Shortcoming in Shelter Homes**

\*398. PROF. MAHADEORAO SHIWANKAR:

SHRI MUNSHI RAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of shelter homes functioning in the country at present and the number of the women rehabilitated therein;

(b) whether the Government has conducted any survey to find out the short-comings of the existing shelter homes in the States;

(c) if so, the details thereof alongwith the action taken in this regard;

(d) whether some new shelter homes are proposed to be set up during the current year;

(e) if so, the details thereof alongwith the action taken in this regard;

(f) whether the Government is aware of the closure of some shelter homes;

(g) if so, the reasons therefor;

(h) whether the Government has any proposal to reopen such homes; and

(i) if so, the time by which they are likely to be reopened?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) 456 Shelter Homes have been sanctioned under scheme of Swadhar and Short Stay Homes benefiting around 23175 women.

(b) and (c) Shelter Homes are monitored regularly by officers of State Social Welfare Board, State Government, Central Social Welfare Board and Central Government and are guided to overcome the Short-comings experienced by organization in implementation of the programme.

(d) and (e) Yes, Sir. Many proposals are pending for consideration for opening new Shelter Homes. New Shelter Homes shall be opened depending upon demand/recommendation from the State Governments.

(f) and (g) 28 Shelter Homes have been closed due to non functional report and in some cases, women were empowered and rehabilitated.

(h) and (i) No, Sir.

[English]

#### **Permanent Terminals on National Waterways**

\*399. SHRI SANAT KUMAR MANDAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has taken any step to make operative more permanent terminals on National Waterways in order to facilitate and strengthen passenger and cargo movements; and

(b) if so, the details thereof and places where such permanent terminals have been/are being set up?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) Permanent terminals have been set-up at Haldia; Khidirpur Dock; T.T. Shed, Juggamath Ghat, BISN, and Botanical Garden at Kolkata; Pakur, and Farakka on National Waterway No. 1; at Kottapuram, Aluva, Kayamkulam, Vaikom, Thanneermukham, Maradu and Thrikunnapuzha on National Waterway No. 3. Permanent Terminal at Ghalghat, Patna on National

Waterway No 1; at Pandu (Guwahati) on National Waterway No. 2; and at CSEZ (Kakkanad), Chavra, Kollam and Alappuzha on National Waterway No. 3 are under Construction.

**Investment by NRIs in Housing Projects**

\*400. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the targeted operations of the Housing and Urban Development Corporation Ltd. (HUDCO) had been hampered due to financial constraints;

(b) if so, the details thereof;

(c) whether the HUDCO accepts funds from the Non-Resident Indians for Housing Projects;

(d) if so, the details thereof;

(e) the details of investment made by the NRIs so far;

(f) the likely receipt of funds from the NRIs for the forthcoming years; and

(g) the steps proposed to be taken to facilitate HUDCO to undertake their assigned operations in an effective manner?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) The investments made by NRIs in infrastructure bonds is given in the enclosed Statement-I.

(f) No such assessment has been made.

(g) Some proposals have been forwarded to Ministry of Finance for their consideration. The details are given in the enclosed Statement-II.

**Statement-I**

*Housing and Urban Development Corporation Ltd. As on 30-09-2005*

'A'— Foreign Holdings

A04—Non-Resident Indians

**Details of Distribution Schedule**

Sl. No.	L-Folio	Name	No. of Bonds	Amount Rupees
1	2	3	4	5
1.	1420	Vinay Kumar	30	30,000
2.	1422	Vincent Vergheese Sebastian	10	10,000
3.	1423	Thomas Prem Sebastian	20	20,000
4.	1424	Angeline Madtha	50	50,000
5.	1425	Hamed Ali Zaheer	5	5,000
6.	4571	Rekha Pradip Shah	5	5,000
7.	4572	Anuj Pradip Shah	5	5,000

1	2	3	4	5	
8.	4573	Kala A Shah	5	5,000	
9.	4574	Arun S Shah	50	50,000	
10.	4575	Stanley D Souza	50	50,000	
11.	4577	Somnath Sinharay	6	6,000	
12.	4578	Remesh Chandra Rastogi	30	30,000	
13.	6523	Revinder Kumar Oswal	21	21,000	
14.	9239	Priyadarshani Hematsingka	10	10,000	
15.	15508	Sanjiv Saraf	10	10,000	
16.	18939	Sudhakar Gupta	10	10,000	
17.	23719	Ambadipudi Srinivasulu	20	20,000	
18.	28908	Nishith Ganguli	204	2,04,000	
19.	40799	Jehangir S Jamshedji	10	10,000	
20.	49302	Minnie Burman	16	16,000	
21.	57583	Monika Ramesh Ajmera	5	5,000	
22.	59143	Tapan Kumar Roy Chaudhuri	1176	11,76,000	
23.	61533	Sunil Manoj Thakkar	10	10,000	
24.	61543	Sunil Manoj Thakkar	10	10,000	
25.	N-124	Jayaram Shridharan	50	50,000	
26.	N-385	Saroj Rawat	30	30,000	
27.	N-386	Yashodhar Lal Rawat	70	70,000	
28.	N-436	Jayaram Shridharan	35	35,000	
29.	N-561	Jaya Shridharan	40	40,000	
			<b>*A04</b>	<b>1993</b>	<b>19,93,000</b>
			<b>A06</b>	<b>Overseas Cooperate Bodies</b>	
1.	4576	Bhari Investments Limited	9,801	98,01000	
			<b>*A06</b>	<b>9,801</b>	<b>98,01000</b>
			<b>Total A</b>	<b>11.794</b>	<b>1,17,94000</b>

**Statement-II*****Incentives and Exemptions Proposed for HUDCO***

- Bringing basic infrastructure projects financed by HUDCO like Water Supply and Sanitation, Solid Waste Management, under the purview of the Priority Sector Norms to receive the funds under the directed credit facility from the institutions falling short of meeting Priority Sector commitment, at a concessional rate. Such institutions can be Life Insurance Corporation, General Insurance Corporation and their subsidiaries, Commercial Banks, National Housing Bank, etc.
- At least 25% allocation to HUDCO from Rural Infrastructure Development Fund for supporting PURA, "rural roads, rural water supply, mandis etc."
- Permission to raise Capital Gains Bonds u/s 54EC of the IT Act, on the lines allowed to the NHB, REC and NABARD. This will enable HUDCO to raise resources at concessional rates.
- Declaring investment in HUDCO Bonds and Public Deposit Scheme of HUDCO as one of the eligible investment for claiming rebate upto Rs. one lac (Proposal in Finance Bill of 2005). The interest income from HUDCO's Public Deposit Scheme may be declared Tax-free. At present, investment in bonds and public deposit scheme of HUDCO are not eligible investment for claiming rebate upto Rs. one lac. Such an exemption will make HUDCO bonds and public deposit scheme more attractive and will also reduce cost of funds.
- As per the recent guidelines, RBI has banned Banks/Financial Institutions to access the overseas market for Foreign Currency Borrowing. HUDCO, as a special case should be allowed to raise ECB/Foreign Currency Bonds, specifically for Urban Infrastructure Financing and New Township Development.
- Permanent Exemption from Payment of Income Tax, Wealth Tax, Dividend and Dividend Tax, which was earlier available till 1991-92.
- Allocation of major portion of Long Term Operational Fund (LTOF) to HUDCO. RBI should be advised to allocate at least 25 per cent of funds available under LTOF to HUDCO which will reduce cost of funds in HUDCO.
- Allocation of Banking Sector Funds earmarked for priority sector. The Commercial Banks are required to utilize certain percentage of their funds for lending to priority sector schemes such as SC/ST category housing, etc. Since HUDCO is funding such projects on regular basis, the Commercial banks should be advised to allocate the entire requirement of such lending to HUDCO and in turn HUDCO will utilize such funds for priority sector schemes. It is also necessary that expertise for appraisal of such schemes is available in HUDCO which may not be available in most of Commercial banks particularly at branch level.
- National Housing Bank is regulating activities of HUDCO and is also acting as competitor to HUDCO. HUDCO should be taken out of NHB Regulation and Administrative Ministry should frame its own regulatory guidelines.
- The Ministry of Finance has put some restrictions on issue of State Govt. guarantees for raising of loans by State agencies from lending Institutions. The alternative mode of security for infrastructure schemes, particularly water supply, sewerage, drainage, roads, bridges etc., is not available as the project properties cannot be mortgaged. Accordingly, it is necessary that such loans are guaranteed by the State Governments. The State Government should be advised in this behalf by the Ministry of Finance.
- Over dues of HUDCO should be met out from Plan Funds as in the case of Power Sector. The viability of infrastructure projects particularly

social infrastructure category largely depends on revenue stream of implementing agencies from other sources which can be earmarking of octroi collections, house tax, etc. levied by local municipalities. In order to improve viability of such projects, it is necessary that repayment for such schemes is made out of plan allocation funds of the States in case of default which will improve inflow of loans for such projects.

- HUDCO should be allowed to go in for IPO. HUDCO has to raise resources from other Institutions who are also directly lending to State Agencies and accordingly cost of funds in case of HUDCO is not competitive. In order to make HUDCO's lending rates equally competitive, it is necessary that higher level of equity support including allowing HUDCO to go in for IPO is provided by the Government of India alongwith exemption from payment of dividend so that the actual cost of funds can be reduced which will make HUDCO's lending rates also competitive in the market.

#### **Printing of NCERT Books**

\*401. SHRI KINJARAPU YERRANNAIDU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that student are facing grave difficulties for want of books because of the failure on the part of NCERT to publish and supply them in time;

(b) if so, the reasons therefor; and

(c) the steps taken/likely to be taken by the Government to make available sufficient copies of books in time to the students?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) and (b) No, Sir. All the books required for the Academic Session 2005-06 were released in time except for two which were supplied in May, 2005 due to some delay in translation.

(c) NCERT is taking all steps to ensure timely availability of Textbooks in sufficient quantity for the Next

Academic Session. Textbooks for classes X and XII are also available on the NCERT website.

#### **Business Process Outsourcing**

3890. SHRI E.G. SUGAVANAM: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether banking, business process outsourcing (BPO), commerce and agricultural product commodities have registered a tremendous growth during the year;

(b) if so, the details thereof and the growth of employment through these sectors during the last three years; and

(c) the steps taken by the Government to boost the business of these industries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) Sector-wise growth rate during the year for Banking, Business Process Outsourcing (BPO), Commerce and Agricultural Product Commodities is not available. However, most of these sectors are included in Services. According to the latest information available from the Central Statistical Organisation (CSO) for the first six months of the current financial year 2005-06, growth at constant (1993-94) prices in Agriculture and Allied activities was 2 per cent while growth in Services was 9.96 per cent. Details of growth of employment through these sectors, however, is not available.

(c) Several policy initiatives have been taken to strengthen the momentum of economic growth in the country as well as business in the above mentioned sectors. These initiatives include de-regulation of economic activity, privatisation, opening up of sectors to FDI, tax reforms, measures for technological advancement, etc.

#### **Citizenship Act, 1955**

3891. SHRI HARISINH CHAVDA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the termination provision of section 9(1) of the Citizenship Act, 1955 applies to all the citizens of India or only adult citizens of India;

(b) if so, the details in this regard;

(c) whether before commencement of the Citizenship (Amendment) Act, 2003 an Indian citizen minor lawfully acquired British nationality after applying for registration as a British national, does the minor cease to be a citizen of India under section 9(1) of the Citizenship Act, 1955; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) and (b) The provisions of Section 9(1) of the Citizenship Act, 1955 apply to all the citizens of India.

(c) Yes, Sir.

(d) If a minor acquires British National Overseas/ British Dependent Territories Citizen, he/she ceases to be Indian citizen, whether before or after the said amendment.

#### **Promotion of Rajasthani Language**

3892. SHRI DUSHYANT SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal under consideration to promote the Rajasthani Language;

(b) if so, the details thereof; and

(c) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (c) Demands of Rajasthani and various other languages for inclusion in the Eighth Schedule to the Constitution are pending with the Government.

A Committee was set up under Shri Sitakant Mohapatra to evolve a set of objective criteria for inclusion of more languages in the Eighth Schedule. The Committee has submitted its report and made certain recommendations. A decision on the pending demands for inclusion of languages in the Eighth Schedule, including Rajasthani, will be taken in the light of the recommendations of the Committee.

[Translation]

#### **Women's Participation in Construction Business**

3893. SHRI RAJNARAYAN BUDHOLIA:  
SHRI RATILAL KALIDAS VARMA:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government proposes to enhance women's participation in construction business;

(b) if so, the details thereof;

(c) whether the Government has set out its recommendations in this regard in its National Urban Housing Policy;

(d) if so, the details thereof; and

(e) the time by which the said recommendations are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) to (e) The National Urban Housing Habitat Policy 2005 is not yet finalized.

#### **Construction of Jetty by UPBC**

3894. SHRI SUSHIL KUMAR MODI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether a jetty has been constructed by Uttar Pradesh Bridge Corporation at a cost of 19 crore rupees at Gaightat in Patna;

(b) if so, whether it was proposed to be made functional by June, 2005, but has not been made functional so far;

(c) if so, the reasons therefor;

(d) whether the facility of loading and unloading is not available at the said jetty;

(e) if so, whether the said jetty ready for operation is proving to be useless; and

(f) if so, the measures taken by the Government to make use of and commence operations from the said jetty?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Yes, Sir. The estimated cost of the project is Rs. 25.50 crores.

(b) and (c) Yes, Sir. The commissioning of the terminal has been delayed due to the following reasons:—

- (i) Delay in handing over of entire extent of land and in providing electricity connection to IWAI (Inland Waterways Authority of India) by the State Government;
- (ii) Floods in the river;
- (iii) Delay by CPWD, the executing agency; and
- (iv) Delay in getting No Objection Certificate (NOC) for providing POL (petrol, oil and lubricant) tank at the terminal.

(d) No, Sir. Loading/unloading facilities are available. Loading/unloading of cargo can take place at the jetty both manually as well as through cranes once the terminal is operational.

(e) Does not arise.

(f) The jetty is likely to be commissioned by March, 2006. The vessel providing fixed scheduled services (between Patna and Haldia) will start using this jetty straightway when it gets commissioned.

[English]

#### Merger of CIWTC with CPSU

3895. SHRI SAMIK LAHIRI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is considering to merge the Central Inland Water Transport Corporation Ltd. with any other Central Public Sector Undertaking; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) Does not arise.

[Translation]

#### Madarsas Education

3896. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of 'Madarsa' in the country, State-wise; and

(b) the details regarding the funds and other resources being provided by the Union Government and State Governments to the Madarsas at present during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The information relating to the number of Madarsas based on data received from Ministry of Home Affairs, and State Governments, is given in the enclosed statement.

(b) Under the scheme of Financial Assistance for Modernization of Madarsas Education funds have been released by Central Government over the last five years as indicated below. No information is centrally maintained on funds given to madarsas by the State Governments.

(Rs. in lakh)

Year	Funds released
2000-2001	661.11
2001-2002	201.08
2002-2003	539.11
2003-2004	672.48
2004-2005	468.72

**Statement***Madarsas Education*

Sl. No.	Name of State	Number of Madarsas	Remarks
1	2	3	4
1.	Andhra Pradesh	97	
2.	Arunachal Pradesh	Nil	
3.	Assam	291	
4.	Andaman and Nicobar Islands	54	
5.	Bihar	4102	
6.	Chandigarh	25	
7.	Dadra and Nagar Haveli	1	
8.	Daman and Diu	8	
9.	Delhi	254	
10.	Goa	1	
11.	Gujarat	1727	
12.	Haryana	238	
13.	Himachal Pradesh	47	
14.	Jammu and Kashmir	Nil*	*
15.	Karnataka	323	
16.	Kerala	6000	
17.	Lakshadweep	33	
18.	Manipur	24	
19.	Meghalaya	Nil	
20.	Maharashtra	952	
21.	Madhya Pradesh	6000	
22.	Mizoram	Nil	

1	2	3	4
23.	Nagaland	Nil	
24.	Orissa	140	
25.	Pondicherry	Nil	
26.	Punjab	29	
27.	Rajasthan	1985	
28.	Sikkim	1	
29.	Tripura	129	
30.	Tamil Nadu	27	
31.	West Bengal	507	
32.	Uttar Pradesh	4292	
33.	Uttaranchal	16	
34.	Chhattisgarh	35	
35.	Jharkhand	180	
Total		275518	

\*The State Government has intimated that there is no Madarsa but 86 number of private schools being run by the State Wakf Board.

**Industrial Development Centre**

3897. SHRIMATI SANGEETA KUMARI SINGH DEO:  
SHRI HARISINH CHAVDA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of industrial development centres in Orissa and Gujarat, location-wise;

(b) the details of works performed by these centres during each of the last three years;

(c) the reasons for not setting up of the Industrial Development Centres in Bolangir district of Orissa and Banaskantha and Patan districts of Gujarat, so far; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Under the Growth Centre Scheme, 4 Growth Centres have been sanctioned in Orissa i.e. Chhatrapur (District-Ganjam), Kalinganagar-Duburi (District-Cuttack), Jharsuguda (District-Jharsuguda) and Kesinga (District-Kalahandi) and 3 Growth Centres i.e. Gandhidham (District-Kutch), Palanpur (District-Banaskantha) and Vagra (District-Bharauch) have been sanctioned in the State of Gujarat.

(b) Physical and financial progress of the Growth Centre in both the States are given in the enclosed statement.

(c) and (d) No proposal has been received from the State Governments for district Bolangir in Orissa and district Patan in Gujarat for setting up the Growth Centres. However, Palanpur Growth Centre is already located in the Banaskantha District in Gujarat. The proposal to set up any new growth centre is not under consideration of the Central Government.

### Statement

#### *Physical progress of Growth Centres located in Gujarat and Orissa*

(Rupees in lakh)

Sl No.	Name of State, Growth Centre/ District	Date of approval	Land acquired	Plots/ sheds developed	Plots/ sheds allotted	No. of units established	Capital invested by units	Employ- ment generated
1.	GUJARAT (A) Gandhidham (Kutch)	23-07-92	131 Hec.	387/-	—	—	—	—
2.	Palanpur (Banaskantha)	23-07-92	75 Hec.	136/-	—	—	—	—
3.	Vagra (Bharauch)	23-07-92	200 Hec.	387/-	—	—	—	—
4.	ORISSA Chhatrapur (Ganjam)	12-02-97	—	—	—	—	—	—
5.	Kalinganagar-Duburi (Cuttack)	12-02-97	1500 Acre	450 Acre	450 Acre	—	—	—
6.	Jharsuguda (Jharsuguda)	12-02-98	429.84 Acre	71.30 Acre	71.30 Acre	3	—	—
7.	Kesinga (Kalahandi)	09-02-99	803.53 Acre	12/-	12/-	3	—	—

#### *Central Assistance released in last three years*

(Rs. in lakh)

Sl. No.	Name of the Growth Centre (Statewise)	2002-03	2003-04	2004-05	Total	Status of Utilisation
1	2	3	4	5	6	7
<b>Gujarat</b>						
1.	Gandhidham	200				

1	2	3	4	5	6	7
2.	Palanpur	100				
3.	Vagra					
	Total	300			300	Utilization awaited for Rs. 300.00 lakh
<b>Orissa</b>						
4.	Chhatrapur					
5.	Kalinganagar-Duburi	240	160			Utilized
6.	Jharsuguda		68	100		Utilized
7.	Kesinga			50		

*[English]*

**Gender Affidavit for Acquiring  
Passports**

3898. SHRI DALPAT SINGH PARSTE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the people who get their sex changed often find it difficult to obtain legal recognition for their new identity;

(b) if so, the stand of the Government in this regard;

(c) whether for a change in passport the proof of the change in gender is an affidavit or a medical certificate;

(d) if so, whether there is any law regarding the identity of a eunuch to be treated as man or women so far the question of his passport is concerned; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT):

(a) to (e) The information is being collected and will be laid on the Table of the House

**Reorganisation of M/o DONER**

3899. SHRI M.K. SUBBA: Will the Minister of DEVELOPMENT OF NORTH-EASTERN REGION be pleased to state:

(a) whether a delegation of Members of Parliament from Assam and other North-Eastern States met with the Prime Minister on August 30, 2005 to press their demand for augmentation and reorganisation of the Ministry of Development of North Eastern Region (DONER); and

(b) if so, the details of their demands and the reaction of the Government thereto?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) Yes, Sir.

(b) The details and information in respect of the issues raised in the letter addressed to the Hon'ble Prime Minister are given in the enclosed statement.

**Statement**

*Reorganisation of M/o DoNER by  
Shri M.K. Subba*

A copy of the letter dated 30-08-2005 addressed to the Prime Minister as submitted by the North East

MPs Forum, received from the Prime Minister's Office states:—

The urgent need for providing required impetus to the Ministry of DoNER as a nodal agency for affective co-ordination and monitoring of the Developmental Programmes pertaining to the NER. In this connection the forum is of the strong opinion that unless the DoNER Ministry is appropriately empowered for an effective

monitoring role in the matter of execution of schemes by various Departments in the NER under supervision of PMO and Home Ministry, the very objective of creation of this separate Ministry for Development of NER will be jeopardized. We understand that without such mandate, the regular Ministries of the Central Govt. will simply ignore the DoNER in the matter of effective monitoring and planning.

Following points have been raised:—

Sl. No.	Item	Ministry	Remarks
1	2	3	4
(a)	Like other Ministries of Government of India DoNER should have normal pattern of staffing as per Secretariat manual including sections and technical staffs.	DoNER	In the last six months four Under Secretaries, two Deputy Secretaries and two Section Officers have been added to the strength of Ministry of Development of North Eastern Region.
(b)	Creation of an effective agency under DoNER with technical manpower for examination of DPR and supervision of projects under NLCPR.	DoNER	A proposal for creation of a Technical Cell in the Ministry of Development of North Eastern Region (DoNER) has already been moved to the Ministry of Finance.
(c)	The entire accumulated amount of approximately Rs. 4000 crore in NLCPR should be released to the Ministry of DoNER so that it can plan and execute infrastructure project.	DoNER	Every year Ministry of Finance provides funds for execution of infrastructure development projects to the Ministry of DoNER from Non-Lapsable Central Pool of Resources (NLCPR). Request has been made for enhancement of allocation of funds.
(d)	Early implementation of Task Force report on flood erosion.	Water Resources	As per the information received from the Ministry of Water Resources the Government of India had set up a Task Force for Flood Management/Erosion control under the Chairmanship of Chairman, CWC to look into the problem of floods in Assam and neighbouring states, West Bengal, Bihar and Eastern Uttar Pradesh in August, 2004.

Based on the recommendations of Task Force action has been initiated on the following aspects:—

1	2	3	4
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(e) Ensuring additional funding for timely execution of Mega Projects under PM's special package like Bogibeel Bridge Project.

Railways  
and Road  
Transport  
and  
Highways

1. Regarding funds for Assam to take up schemes for immediate measures, it has been informed by Government of Assam that they have completed all the breach closure works under immediate category taking funds from CRF.

2. For the funding of remaining schemes under the immediate and short term measures, EFC memos for taking up critical flood control and anti erosion schemes in Ganga Basin States and Brahmaputra and Barak Valley States, are under formulation for obtaining approval of competent authority.

3. A draft proposal for setting up of North East Water Resources Authority (NEWRA) has been formulated in view of the announcement of November 2004 of Hon'ble Prime Minister, which also forms a part of the recommendations of Task Force. This depends upon the consent of concerned State Government.

4. The jurisdiction of Farakka Barrage has also been extended for speedy implementation of anti-erosion works.

As per the information received from the Ministry of Railways, the work of mega rail-cum-road over bridge over river Brahmaputra at Bogibeel is in progress. The anticipated cost of the project is Rs. 1767 crore and expenditure incurred upto March' 05 is Rs. 300.02 crore.

The work is to be done on cost sharing basis and share of Deptt. of Road Transport and Highways is Rs. 660 crore. However, they have not yet provided any funds so far.

The matter was taken up with Deptt. of Road Transport and Highways but they have

1

2

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4

expressed inability in providing necessary funds for the project from their normal plan funds. The issue was further discussed in the PMO and as decided, a note is being processed for consideration of CCEA to declare this project as National Project and for providing funds as an additionality over the normal plan. The comments on the note from concerned Ministries have been obtained and the final note is under approval of Minister of Railways.

### **Arms Consignment**

3900. SHRI MAHBOOB ZAHEDI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether reports of an arms consignment, reaching Jambudweep in the Sunderbans, sent the intelligence agencies, defence and State Government into a tizzy on 27th September, 2005;

(b) if so, the details of various types of arms recovered;

(c) the country from which the said consignment came to Jambudweep;

(d) whether terrorist outfits have set up their bases in Bangladesh, which is fast emerging as a centre for transaction of arms and explosives;

(e) if so, whether the Government has taken up the matter with Bangladesh authorities;

(f) if so, the reaction of Bangladesh thereto;

(g) whether ISI agents are trying to build their network in Sunderbans by taking fishermen into confidence in exchange of fishing rights in Bangladesh waters and other rewards; and

(h) if so, the action taken by the Government to check such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) The matter

was inquired into, but no such arms consignment was found.

(b) and (c) Do not arise.

(d) Some terrorist outfits are reported to be having bases in Bangladesh.

(e) and (f) Government has taken up India's security concern with the Government of Bangladesh and both sides have agreed to work on security issues closely.

(g) There is no such report.

(h) Does not arise.

### **Participation of HUDCO in Port Project**

3901. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Delhi based Housing and Urban Development Corporation Ltd. (HUDCO) has participated in port project i.e. the setting up of a port and crude oil terminal at Vadinar (Gujarat) and the conversion of broad gauge rail link from Surendra Nagar to Pipavav (Gujarat); and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) HUDCO

has sanctioned a loan assistance of Rs. 366 crores to M/s. Vadinar Oil Terminal Limited for construction of Port and Terminal Facility to handle the receipt, storage and dispatch of crude oil and petroleum products for Essar Oil Limited refinery project at Vadinar, Gujarat. The revised project cost of port and terminal facility is estimated at Rs. 3595 crores.

Conversion of Broad Gauge Rail link from Surendra Nagar to Pipavav, Gujarat:—

HUDCO sanctioned a loan of Rs. 65 crores to M/s. Pipavav Railways Corporation Limited, a joint sector company with Ministry of Railways for conversion of Broad Gauge Rail link project between Surendra Nagar to Pipavav. The project cost was Rs. 373 crores. The loan was curtailed to the extent of releases availed by the agency i.e. Rs. 24 crores. The project has been commissioned. The agency has prepaid the entire loan availed from HUDCO.

[Translation]

#### **Production of Cement Industries**

3902. SHRIMATI KIRAN MAHESHWARI:  
SHRI RAJNARAYAN BUDHOLIYA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the production capacity of cement industry in the country at present;
- (b) whether production of cement in the country has fallen short of demand during the last three years;
- (c) if so, the reasons therefor; and
- (d) the steps taken by the Government to enhance the production capacity of the cement industry?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Capacity of large cement plants is 156.26 million tonnes at present.

(b) and (c) No, Sir. The details of capacity, production and domestic consumption are given below:—

(In million tonnes)

Year	Installed Capacity	Production	Domestic Consumption
2002-03	140.07	111.35	107.60
2003-04	146.64	117.50	113.86
2004-05	153.85	127.57	123.07

(d) Cement industry has been delicensed. Entrepreneurs are free to set up cement units anywhere in the country in accordance with the locational policy of the Government.

[English]

#### **Access Ratio in Higher Education**

3903. PROF. M. RAMADASS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the access ratio in higher education in the country has increased from 6 to 10 per cent as envisaged in the Tenth Plan;
- (b) if so, the details of enrolment and the corresponding access ratio;
- (c) if not, the reasons therefor; and
- (d) the measures initiated to achieve this goal by 2007?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) The Gross Enrolment Ratio (GER) in higher education for the relevant age group of 18-23 years in India is estimated to be 8.97 per cent as on September, 2002. The target for the tenth Five Year Plan period (2002-07) is to reach a level of 10. Expansion of capacity, improvement in quality and relevance in the University System, alongwith strengthening the Open and Distance Learning System of education is the broad strategy adopted for increasing enrolment in higher education.

**Amendment in Criteria for  
Allocation of Funds**

3904. SHRI IQBAL AHMED SARADGI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government of Karnataka has requested the Union Government for amending the criteria for allocating funds under Central Road Fund (CRF); and

(b) if so, the reaction of the Union Government thereon?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) Does not arise.

[Translation]

**B.Ed. Courses**

3905. SHRI ILYAS AZMI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of colleges which have granted permission to run B.Ed. courses by National Council for Teacher Education (NCTE) in Uttar Pradesh;

(b) the qualification fixed by UGC for teaching professors to teach the students of B.Ed; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) 682 colleges have been granted permission as on 15-12-2005 by the Northern Regional Committee of NCTE to run B.Ed. course in the State of Uttar Pradesh.

(b) and (c) As per UGC Regulations, 2000 on Minimum Qualifications for Appointment and Career Advancement of Lecturers, Readers and Professors in

the Universities and Colleges, the qualifications for direct recruitment to the post of Professor (Education) are as under:—

An eminent scholar with published work of high quality, actively engaged in research, with 10 years of experience in postgraduate teaching, and/or experience in research at the University/National Level Institutions, including experience of guiding research at doctoral level.

An outstanding scholar with established reputation who has made significant contribution to knowledge.

**Fake Degrees**

3906. SHRI KAILASH MEGHWAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn towards the news item published in *Jansatta* dated November 21, 2005 under the caption "Videshi Sansthanon ke aakarshan mein hath aati hai farji digri";

(b) if so, the steps proposed to be taken in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) and (c) The Government intends to formulate a regulatory framework on foreign education providers in consultation with all stake-holders at the earliest possible.

[English]

**Non-Payment of Pension to Ex-PMF  
Personnel**

3907. SHRI SUBRATA BOSE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government of West Bengal have

discontinued disbursing pension from the Government treasuries;

(b) if so, the reasons therefor;

(c) whether a large number of Ex-Central Para Military Forces personnel have not been paid pension for the last six months in West Bengal particularly in the North Bengal region;

(d) if so, whether the Government would look into the matter and resolve the problem; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (e) The payment of Pension to the Ex-CPMFs personnel is made through Nationalised/Public Sector Banks. No case of discontinuation of pension to any of the CPMF pensioner has been reported.

#### **Policy regarding Supply of Raw-Material**

3908. SHRI JOACHIM BAXLA: Will the Minister of SMALL SCALE INDUSTRIES be pleased to state:

(a) whether a large number of SSI units have been in the business of manufacturing various intermediaries out of raw-materials supplied by PSUs;

(b) if so, the details of such SSI Units in the country as on date, State-wise;

(c) whether there is any policy envisaging preferential supply of raw-materials by PSUs to SSI Units;

(d) if so, the details thereof; and

(e) the instance of closing down of SSI units due to changes in policies resulting in stoppage of raw-materials by PSUs?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) and (b) Though it is a fact that a large number of small scale industries (SSI)

use raw material produced and supplied by the Central Public Sector Undertakings (PSUs) such as Steel Authority of India (SAIL), Coal India, etc., the number of such units which manufacture only intermediates out of such raw materials is not centrally collected and maintained.

(c) to (e) The Central Government has been implementing the policy of supplying, through its PSUs, coal, iron and steel to SSI units on priority through State Small Industries Corporations and National Small Industries Corporation. This policy continues to be followed by the Central Government.

#### **Loss Due to Earthquakes**

3909. SHRI S.K. KHARVENTHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of major quakes struck the country during the last three years; and

(b) the details of loss of life and property damaged as a result thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) As per reports available, no major earthquake with its epicenter in the country has occurred during the last three years.

However, there were three major earthquakes outside India, of which two earthquakes impacted some parts of the country resulting in loss of lives and damage to property. The details are given below:—

(i) There was an earthquake of magnitude (M: 9.3) which occurred off the west coast of Sumatra island in Indonesia on 26th December, 2004. This event, located outside the Indian Territory, generated destructive Tsunami waves causing loss of life and damage to property in parts of the coastal regions of India. The details of loss of life and damage to property due to this event (i.e. Tsunami) of 26th December 2004, as reported by the concerned States/UTs, based on their provisional assessment, are given below:—

Details	Andhra Pradesh	Kerala	Tamil Nadu	Pondicherry	Andaman and Nicobar Islands	Total
Human lives lost	107	176	7995	601	436	9315
Persons missing	4	Nil	945	36	3077	4062
Dwelling units affected	481	13640	118572	10061	9565	152319
Cattle lost	195	NR	16082	2685	3786	22748
Cropped area damaged (ha.)	328	8153	5212	792	10837	25322
Boats damaged (nos.)	11394	10882	36080	8005	1703	68064

(ii) There was also an earthquake of magnitude 7.4 on Richter scale on 8th October, 2005 in Pakistan (Lat. 34.6°Long. 73.0°E). Tremors of this earthquake were felt in several States of northern India. The State of Jammu and Kashmir was the worst affected. As per the information received from the State Government, based on their provisional assessment, 1336 persons (1216 civilian and 120 Defence and Para Military Forces personnel) lost their lives in Jammu and Kashmir and 2 persons lost their lives in Punjab due to earthquake of 8th October 2005. In terms of damage to property, about 39182 houses are reported to have been fully damaged and about 71078 houses partially damaged in Jammu and Kashmir.

(iii) Another earthquake occurred on 13th December 2005 of magnitude 6.8 on Richter Scale with its epicenter in Hindukush, Afghanistan (Lat. 37.0°N long. 71.0°E). There was no report of loss of life in the country due to the earthquake of 13th December 2005.

[Translation]

#### **Purchasing of Cargo Ships**

3910. SHRI HARIBHAU RATHOD:  
SHRI RAJNARAYAN BUDHOLIYA:

Will the Minister of SHIPPING, ROAD TRANSPORT

AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to purchase Cargo Ships in view of their requirement;

(b) if so, the details thereof;

(c) the amount likely to be spent by the Government on their purchase; and

(d) the countries with which the talks have been held so far for the purchase of cargo ships?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) to (d) Do not arise.

[English]

#### **Recognised Universities**

3911. SHRI HITEN BARMAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that several UGC recognized Universities have been amending their statutes in order to bring self-financed private undergraduate colleges under their ambit;

(b) if so, the details of the Universities who have revised their statutes for this purpose since 2000;

(c) the condition stipulated by UGC for allowing such changes in statutes by the Universities;

(d) the details of the instance where UGC derecognised any University failing to adhere these conditions; and

(e) the fate of the students in such events?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (e) According to the information received from the University Grants Commission (UGC), the Universities are governed by the provisions of their respective Acts passed by the State Legislature of the concerned State (in case of State Universities) or the Parliament (in case of Central Universities). The statutes and ordinances of the University are framed in accordance with the provisions in their respective Act. The UGC gives its advice to a State or the Central Government on matters relating to the amendments, additions, modifications in the Acts of Universities, if such an advice is asked for.

#### **Disaster Management Cell in NEC**

3912. SHRI NARAYAN CHANDRA BORKATAKY:  
SHRI M.K. SUBBA:

Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) whether there is a disaster management cell in the North Eastern Council (NEC);

(b) if so, the funds allocated to the cell in the NEC during each of the last three years and till date;

(c) the total number of studies/research done on earthquake and other disaster management during the last three years;

(d) whether the NEC has any planning to educate the people of the North East on earthquake awareness through television and radio;

(e) if so, whether any programme has been made in local language;

(f) if so, the number of programme made; and

(g) if not, the reasons therefor?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) and (b) No, Sir. However, the North Eastern Council (NEC) has released Rs. 85 lakhs during 2002-03, Rs. 149 lakhs during 2003-04, Rs. 61.092 lakhs during 2004-05 and Rs. 25 lakhs during 2005-06 for disaster management related schemes.

(c) Three numbers during last three years.

(d) to (f) Yes, Sir. Dubbing of two short films on Earthquake Awareness in regional languages has been taken-up.

(g) Does not arise.

#### **Building of National Highways**

3913. SHRI SANAT KUMAR MANDAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has taken up any research activity/technology to build National Highways so that they are not destroyed by the natural calamities; and

(b) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Upgradation of technology based on research activity to build better National Highways is taken up on continuous basis and accordingly the National Highways are constructed and developed based on the design and specifications to withstand natural calamities like rains/floods of normal magnitude. Damages to National Highways due to unprecedented rain/cyclone cannot, however, be entirely prevented.

**Assistance to Polytechnics by AICTE**

3914. SHRI PRALHAD JOSHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the funds provided by AICTE to private and Government Polytechnics during last three years under the scheme of 'Modernisation and removal of obsolete', State-wise;

(b) the criteria for the financial assistance to polytechnics under the above scheme;

(c) whether it has come to notice of the Government that some of the accredited private polytechnics are not provided the financial assistance by AICTE during the last year; and

(d) if so, the details of such accredited polytechnics that are not released funds in Karnataka?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) A statement indicating the State-wise

financial assistance provided by the AICTE to polytechnics under the Modernisation and Removal of Obsolescence Scheme (MODROBS) during the last three years is enclosed.

(b) The broad criteria for providing assistance under the MODROBS are, the courses must be AICTE approved, only accredited programmes of self-financing institutions (not applicable to five year old institutes in Jammu and Kashmir and North Eastern States), proposals aiming at modernisation and removing obsolescence in laboratories/workshops/computing facilities to enhance the functional efficiency of the institute in teaching, training, research and the proposal justifiable in terms of departmental/institutional needs and relevance to academic and research activities are considered.

(c) and (d) According to AICTE, one private accredited polytechnic viz. JSS KH Kabbur Institute of Engineering, Dharwad, Karnataka could not be assisted under the scheme in 2004-05.

**Statement***Grant released to Polytechnics under MODROBS scheme by AICTE*

(Rs. in lakhs)

State	2002-03	2003-04	2004-05
1	2	3	4
Andhra Pradesh	105.20	201.44	56.00
Assam	29.55	5.00	—
Goa	5.50	10.00	—
Gujarat	74.23	75.81	53.15
Haryana	—	35.00	—
Himachal Pradesh	17.65	15.37	—
Jammu and Kashmir	31.39	—	—
Karnataka	246.00	428.24	130.25
Kerala	—	—	11.00

1	2	3	4
Madhya Pradesh	—	36.50	5.00
Maharashtra	58.65	129.41	82.72
Manipur	—	4.50	—
Orissa	39.15	23.00	—
Rajasthan	21.50	15.00	11.00
Tamil Nadu	171.30	256.63	40.30
Uttar Pradesh	59.50	34.78	—
West Bengal	—	77.82	134.99
<b>Total</b>	<b>859.62</b>	<b>1348.50</b>	<b>524.41</b>

#### Industrial Growth in Kerala

3915. SHRIMATI P. SATHEEDEVI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the industrial growth of the State of Kerala is decreasing annually;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) The growth rates of industrial sector in terms of Gross State Domestic Product (GSDP) originating in manufacturing, mining and quarrying, electricity, gas and water supply, and construction sector in the State of Kerala for the last few years are as under:—

Year	Growth Rate (in %)
1	2
2001-02	(-)0.9

1	2
2002-03	8.9
2003-04	12.7
2004-05	8.3

In a market-driven economy, industrial growth, inter-alia, is influenced by the market forces. Significant among the other factors are inadequate availability of land in Kerala at reasonable prices compared to the neighbouring states and the perception about labour situation.

Industrial Development is primarily the responsibility of the concerned State Government. The Central Government supports their efforts by providing support/incentive under its various schemes. The Central Government's main development schemes in Kerala include Herbal Drugs Cluster and Coir Cluster approved under the Industrial Infrastructure Upgradation Scheme (IIUS); Apparel Parks for Export Scheme (APES); Textiles Centre Infrastructure Development Scheme (TCIDS); Growth Centre Scheme (GCS) etc. Besides, Rubber Board, Spices Board, Cashew Export Promotion Council which are located in Kerala look after the

promotion of concerned industries. There is also an Export Processing Zone/Special Economic Zone at Cochin.

**Agricultural and Processed Food Products  
Export Development Authority**

3916. DR. PRASANNA KUMAR PATASANI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the norms for empanelment/appointment of Internal Auditors by Agricultural and Processed Food Products Export Development Authority (APEDA) and the maximum duration for which CA firms can continue as Internal Auditors;

(b) the number of firms empanelled during the last three years;

(c) whether CA and Associates have been appointed as Internal Auditor with APEDA: and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) The empanelment/appointment of Internal Auditors in Agricultural and Processed Food Products Export Development Authority (APEDA) is made by inviting quotations under the two-bid system from the firms of chartered accountants and evaluation of the same by an internal committee. The firms are appointed for a period of two years.

(b) During the past three years, APEDA has empanelled six firms of chartered accountants.

(c) and (d) Yes, Sir. CA and Associates have been appointed as internal auditors for Basmati Development Fund w.e.f. 11-4-2005 for a period of two years on monthly consultancy fee of Rs. 14,444/- plus service tax.

**Licenses for Import of Sports Material**

3917. SHRI NAVEEN JINDAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the norms laid down to import arms, ammunition and equipment for sports events;

(b) the time taken to get license for such imports;

(c) whether any complaint has been received by the Government regarding inordinate delay in issuing the license; and

(d) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Import of arms is permitted against a license to renowned Shooters/Rifle Clubs for their own use on the recommendation of the Department of Youth Affairs and Sports. However, import of 0.177 bore Air Guns and Air Pistols is free for shooters registered with Rifle Clubs or District/State/National Rifles Association.

(b) to (d) An Inter-Ministerial Committee called the Exim Facilitation Committee in the Directorate General of Foreign Trade (DGFT) considers application for grant of Import License for Arms and Ammunition. These applications are processed immediately and necessary instructions are issued to the Regional Licensing Authority. The Handbook of Procedures, 2004-09, lays down a time limit for disposal of such applications within 10 working days. No complaints have been received regarding inordinate delay in issuing the license.

**Insurance Scheme to Students**

3918. SHRI A.K. MOORTHY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to launch an Insurance Scheme for students to pursue studies in the unforeseen circumstances like meeting with accidents, etc.; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Ministry of Finance, Department of Economic Affairs (Insurance Division), who are concerned in the matter, have informed that no such scheme is in operation by the general insurance public sector insurance companies.

**Land Acquisition**

3919. MAJ. GEN. (RETD.) B.C. KHANDURI, AVSM: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to refer to the reply to Unstarred Question No. 2035 dated December 06, 2005 and state:

(a) the details of the States where land is yet to be acquired, State-wise giving the total required land acquired upto May, 2004 and acquired between June, 2004 and 30th November, 2005;

(b) the length of Golden Quadrilateral Highway Project affected by non-acquisition, State-wise; and

(c) the specific action taken to expedite the acquisition?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The details are given in the enclosed statement-I.

(b) The details are given in the enclosed statement-II.

(c) The following steps are taken to expedite the acquisition:—

- State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the NHDP

such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the projects and take action to resolve the problems.

- A Committee of Secretaries has been constituted under Cabinet Secretary to address inter-ministerial and Centre-State issues such as land acquisition, utility shifting, environment approvals, clearance of Rail Over Bridges.
- The procedure of issue of Land acquisition notifications has now been simplified. Earlier all the notification under NH Act were vetted by the Ministry of Law. Recently, an amendment has been made to the Allocation of Business Rules by which these notifications are not required to be sent to the Ministry of Law. The Ministry of Law has approved the standard formats of various notifications keeping in view the similar nature of the notifications of Land Acquisition.
- Adequate amount of money has been put on the disposal of competent authority in advance for payment of compensation arising due to acquisition of land.
- The matter has been taken at the level of Chief Minister of various States.

**Statement-I***Golden Quadrilateral: Land Acquisition Progress*

State	Total area to be acquired (in Hectare)	Cumulative area acquired by end of May, 2004 (In Hectare)	Area acquired between June, 2004 and November, 2005 (in Hectare)	Cumulative area acquired by end of November, 2005 (in Hectare)	Balance to be acquired (in Hectare)
1	2	3	4	5	6
Tamil Nadu	893*/896**	334.00	253.71	587.71 (65.59%)	308.29 (34.41%)
Gujarat	210	100.00	107.68	207.68 (98.90%)	2.32 (1.10%)

1	2	3	4	5	6
Maharashtra	661	377.50	120.50	498.00 (75%)	163.00 (25%)
West Bengal	585	558.00	0.00	558.00 (95.38%)	27.00 (4.6%)
Karnataka	1524*/1607**	1456.00	118.29	1574.29 (97.96%)	32.71 (2.04%)
Jharkhand	52	51.00	0.00	51.00 (98%)	1.00 (2%)
Andhra Pradesh	1730	1711.00	4.90	1715.90 (99.18%)	14.10 (0.82%)
Rajasthan	1512	1485.00	27.00	1512.00 (100%)	0.00
Uttar Pradesh	471	470.00	0.00	470.00 (99.8%)	1.00 (0.01%)
Bihar	118	118.00	0.00	118.00 (100%)	0.00
Orissa	520	520.00	0.00	520.00 (100%)	0.00
<b>Total</b>	<b>8276*/8362**</b>	<b>7180.50</b>	<b>632.08</b>	<b>7812.58 (93.42%)</b>	<b>549.42 (6.57%)</b>

\* Requirement as calculated in March, 2004.

\*\* Requirement as revised in November, 2005.

#### **Statement-II**

##### *Details of length of Golden Quadrilateral Highway Project affected by non-acquisition of land*

Sl. No.	State	Length affected (Km)
1.	Bihar	26.00
2.	Jharkhand	37.00
3.	Karnataka	377.00
4.	Maharashtra	297.40
5.	Orissa	99.71
6.	Rajasthan	191.27
7.	Tamil Nadu	154.50
8.	Uttar Pradesh	120.00
9.	West Bengal	0.25

#### **Cancellation of Licences of NDMC Kiosks**

3920. SHRI MAHENDRA PRASAD NISHAD: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to cancel the licences of New Delhi Municipal Corporation kiosks which are violating the norms laid down for the purpose in Delhi;

(b) if so, the details thereof;

(c) whether the Government has received any complaint in regard to cancellation of licences of NDMC kiosks;

(d) if so, the details thereof; and

(e) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) The New Delhi Municipal Council has reported that whenever any case of violation of rules/regulations or terms and conditions by the owner of kiosk is noticed

or is detected, a show cause notice is issued to the owner of the kiosk. In case the reply is not found to be satisfactory, further action for cancellation of licence is initiated in accordance with the extant rules/regulations on the subject.

(c) to (e) A complaint was received regarding encroachment on municipal land by a kiosk-holder at North Avenue. The owner of the kiosk has been issued a show cause notice.

[Translation]

**Involvement of Police Personnel In  
Illegal Activities**

3921. SHRI RASHID MASOOD:

SHRI HARIKEWAL PRASAD:

SHRI BIR SINGH MAHATO:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a large number of Delhi Police personnel and MCD officials are involved in various illegal activities viz. evictions and possessions of Houses, Plots, encroachments etc.;

(b) if so, the number of police personnel/MCD officials found involved in each of such cases during each of the last three years, till date;

(c) the action taken by the Government against such officials; and

(d) the steps taken by the Government to check the recurrence of such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) The Municipal Corporation of Delhi has reported that no official has been found involved during the last three years in illegal activities such as evictions and possession of houses, plots, encroachments etc. However, in three cases regular disciplinary action has been initiated against some officials for not taking action for encroachment on public land. Delhi Police has reported that 34 complaints of such illegal activities were received during the last three years. The information regarding the number of officials booked by the Municipal Corporation of Delhi for not taking action for encroachment on public land, the number of complaints received by Delhi Police, the number of personnel involved in such illegal activities and the action taken against such officials is given in the enclosed statement.

(d) The steps taken to prevent corruption in the Delhi Police include surprise checking by senior officers of the activities of personnel deployed for patrolling duty and in police pickets; keeping a watch on police personnel of suspicious character; transfer of police personnel of criminal disposition to non-sensitive posts; stringent legal and departmental action against those found to be indulging in criminal activities; handling of criminal complaints against police personnel directly by officers of the rank of Joint Commissioner of Police and above; establishment of Public Grievances Cells in Districts/Units to keep a close watch on police personnel; surveillance by the Vigilance Branch on the criminal activities of personnel holding sensitive posts; maintenance of a register of complaints by the Deputy Commissioner of Police of Districts; and providing facility to the general public to make complaint against corrupt police personnel through e-mail.

**Statement**

*(1) Municipal Corporation of Delhi*

Year	No. of complaints received	No. of persons involved	Action taken
1	2	3	4
2002	—	—	—

1	2	3	4
2003	01	01	Regular disciplinary action has been initiated.
2004	02	05	—do—
2005 (upto 15-11-2005)	—	—	—

*(2) Delhi Police*

Year	No. of complaints received	Substantiated	Not Substantiated	Under process	Action taken
2002	04	—	04	—	—
2003	06	01	05	—	A criminal case is pending trial against one constable.
2004	12	02	10	—	—Departmental inquiry has been initiated against one Inspector, one Sub-Inspector, one Head Constable and one Constable.  —Penalty of "Censure" has been awarded to one Sub-Inspector.
2005 (upto 15-11-05)	12	03	05	04	—One Sub-inspector and one Assistant Sub-Inspector have been transferred to non-sensitive unit.  —A criminal case has been registered against one Constable.  —Departmental inquiry has been initiated against one Inspector, one Sub-Inspector and 2 Head Constables.

**Corruption in Immigration Offices**

3922. SHRI V.K. THUMMAR:

SHRI JIVABHAI A. PATEL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether large scale corruption is prevailing amongst the immigration officers and staff at various airports;

(b) if so, the number of such complaints received during each of the last three years; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) No, Sir.

(b) As per available information, the number of complaints received against the immigration officials at Delhi, Mumbai, Kolkata, Chennai and Amritsar international airports are as under:—

Year	No. of Complaints
2003	07
2004	02
2005	03
<b>Total</b>	<b>12</b>

(c) Inquiries were conducted as per laid down procedure under the relevant service rules. However, none of the allegations were substantiated.

[English]

**Setting up of SOS Villages in MP**

3923. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a number of SOS villages have been set up in Madhya Pradesh, Uttar Pradesh, Maharashtra, and industrial towns;

(b) if so, the number of SOS villages set up in different States, State-wise;

(c) the conditions leading to establishment of SOS villages and the infrastructure needed for such villages; and

(d) the Central aid provided to each State for such SOS villages during each of the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) and (b) The first SOS Children's village in India was set up by SOS Kinderdorf International, an international voluntary organization in 1964 in Faridabad. There are at present 29 SOS Children's villages in India. A list of such villages is given in the enclosed statement.

(c) and (d) It is upto the SOS Children's Villages—India to establish new villages in different States of the Country. The Government has no role to play in the establishment or administration of such villages in India as no grant is given for such purpose.

**Statement***List of SOS Children's Villages in India*

Sl. No.	Place	State
1	2	3
(i)	Khazurikalan	Madhya Pradesh
(ii)	Bhopal	—do—
(iii)	Varanasi	Uttar Pradesh
(iv)	Pune	Maharashtra
(v)	Latur	—do—

1	2	3
(vi)	Bawana	Delhi
(vii)	Faridabad Sector 29	Haryana
(viii)	Greenfields	—do—
(ix)	Rajpura	Punjab
(x)	Jammu	Jammu and Kashmir
(xi)	Srinagar	—do—
(xii)	Bangalore	Karnataka
(xiii)	Rourkela	Orissa
(xiv)	Bhubaneshwar	—do—
(xv)	Jaipur	Rajasthan
(xvi)	Hozai	Assam
(xvii)	Guwahati	—do—
(xviii)	Shillong	Meghalaya
(xix)	Hyderabad	Andhra Pradesh
(xx)	Vishakhapatnam	—do—
(xxi)	Bhuj	Gujarat
(xxii)	Kolkata	West Bengal
(xxiii)	Chennai	Tamil Nadu
(xxiv)	Cochin	Kerala
(xxv)	Trichur	—do—
(xxvi)	Bhimtal	Uttaranchal
(xxvii)	Begusarai	Bihar
(xxviii)	Pondicherry	Pondicherry
(xxix)	Port Blair	Andaman and Nicobar Islands

[Translation]

**Travelling of PSO with Minister in Trains**

3924. SHRI BACHI SINGH RAWAT "BACHDA":  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the PSOs accompanying Centre/State level Minister on official tours are allowed to travel in chair-car in Rajdhani Express but in other trains allowed to travel in sleeper class;

(b) if so, facts thereof;

(c) whether the Government proposes to allow the PSOs attached to the Ministers to travel in the same class; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (d) In all trains including Rajdhani Express, the PSOs accompanying Centre/State level Ministers on official tours are authorized to travel as per their entitlement based on their basic pay scales.

[English]

**Corruption in Recruitment of Delhi Police**

3925. SHRI REWATI RAMAN SINGH:  
SHRIMATI RUPATAI D. PATIL:  
SHRI JUAL ORAM:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware of the corruption in the recruitment of the Delhi Police;

(b) if so, whether the Government has received any complaint about corruption in earlier recruitments;

(c) if so, the action taken/being taken by the Government against erring persons; and

(d) the steps taken/proposed to be taken to avoid recurrence of such corruption in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) The requisite information is given below:—

(i) There were not complaints of corruption in the

recruitment process presently going on in Delhi Police. But three Delhi Police personnel were given Memo of displeasure for having unauthorisedly tried to contact the candidates appearing in the examination and one Delhi Police personnel, who tried to canvass for his daughter, was prevented from doing so. His daughter had already been disqualified in the physical endurance test.

- (ii) Two complaints alleging payment of bribe during recruitment in Delhi Police in 2003 were received. However, during vigilance inquiry, the allegations could not be substantiated.
- (iii) The allegation of acceptance of bribe by an ACP during recruitment made in 2002 was found to be correct. However, he expired before action could be taken against him. Another complaint alleging acceptance of bribe by Delhi Police personnel during recruitment in 2002 could not be substantiated.

(d) Delhi Police has taken a number of steps to conduct recruitment in a fair and transparent manner. The steps taken include videography of all events of physical endurance and measurement tests and written tests; issuance of computerized roll numbers/admission cards with photographs of the candidates for all examinations and interviews; access to only authorised officials at examination centers by issuance of duty slips on day to day basis; use of computerized answer sheets and checking thereof through computerized optical scanner; ban on use of any electronic device, mobile phones, calculators etc. by the candidates; allowing the candidates to leave examination venue only after end of written tests; appointment of observers by Police Headquarters to keep watch on the fair conduct of the examination; use of binoculars by the senior officers to keep watch on the candidates as well as invigilators; changing the composition of Interview Board everyday; providing the roll numbers of the candidates to the members of the Interview Board just before commencement of the interview; ban on carrying

wireless set/mobile phones etc. by the members of the Board; and delivery of the result of the events by the Board on the same day to the concerned agency.

#### **Action Plan for Children**

3926. SHRI M. SREENIVASULU REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has any National Plan of Action for children on total abolition of child labour and ensuring their choices in decisions affecting their lives; and

(b) if so, the details of areas identified for implementing the plan effectively?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) Yes, Sir. The Government of India has adopted the National Plan of Action 2005 on 20th August, 2005. The Plan includes goals, objectives and strategies for the current decade for improving status of Indian Child. This Plan also highlights child labour as an important issue and has goals, objectives and strategies for the complete elimination of all forms of child labour. Child participation has been included as a separate and full fledged chapter. It also contains goals, objectives and strategies for their overall development and making them aware of their rights.

(b) Concerned Ministries and Departments have been asked for effective implementation of the provisions of the National Plan of Action for Children 2005 for the sectors pertaining to their respective Ministry in order to achieve the targets. The implementation would be monitored from time to time as envisaged in the Plan. The State Governments have been directed to prepare State Plans of Action for Children immediately. The States of Karnataka, Assam, Chhattisgarh, Gujarat, Kerala, Chandigarh, Nagaland, Dadra and Nagar Haveli, Tripura, Sikkim and West Bengal have already prepared the State Plan of Action for Children. NGOs participation is also being encouraged.

[*Translation*]

#### **Inclusion of Caste in ST List**

3927. SHRI RAVI PRAKASH VERMA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Union Government has received any proposal from Government of Uttar Pradesh for inclusion of 'Banjara' caste in the Scheduled Tribe List;

(b) if so, the details thereof alongwith the date since when this proposal is pending for demand; and

(c) the time by which the Banjara caste is likely to be included in the ST List?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) to (c) Yes, Sir. In September, 1993, the State Government of Uttar Pradesh has recommended the proposal. The approved modalities for inclusion/exclusion of any community in the list of Scheduled Tribes require consultation with various agencies such as State Government, Registrar General of India and National Commission for Scheduled Tribes, which takes time. No definite time-frame can be indicated at this stage.

[*English*]

#### **MoU between KVIC and ITC**

3928. SHRI SUBÓDH MOHITE: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether any Memorandum of Understanding has been signed between KVIC and ITC for manufacturing and sale of Agarbattis through KVIC's outlets;

(b) if so, the details thereof; and

(c) the extent to which KVIC is likely to benefit from this MoU?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) Yes, Sir.

(b) The Memorandum of Understanding (MoU)

signed between KVIC and ITC envisages marketing of Mangaldeep Agarbatti manufactured by khadi and village industry (KVI) units. The MoU envisages (i) one of the manufacturing units functioning as the nodal agency for quality assurance, perfuming and packaging of the product in accordance with ITC's specifications and (ii) ITC buying the entire produce of agarbattis from these KVI units and undertaking their marketing through its own outlets and the outlets in KVI sector.

(c) The expected benefit of this MoU to the KVI units concerned include assured offtake of the product, additional marketing channels becoming available to the KVI units, promotion of the product as a district brand, expansion of production base resulting in employment generation on a sustainable basis in the rural areas, etc.

[*Translation*]

#### **Employment Scheme for Educated Persons**

3929. SHRIMATI NEETA PATERIYA:

DR. RAMKRISHNA KUSMARIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to formulate any policy for the educated persons particularly with technical skills on the lines of Rural Employment Bill;

(b) if so, the details thereof; and

(c) the time by which the above Bill or policy is likely to be formulated alongwith the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) and (c) Do not arise.

[*English*]

#### **Surprise Checks**

3930. SHRIMATI MANEKA GANDHI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the procedure adopted and time taken in revalidation of import/export license certificates;

(b) whether any complaint against the officer revalidating the import/export licenses has come to the notice of the Government;

(c) whether the Government conduct surprise checks in the exports license renewal procedures to identify any remove unscrupulous officers; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) The procedure adopted for revalidation of import and export licences is laid down in paragraph 2.13 of the Handbook of Procedures (Vol. I), 2004-2009, published by the Directorate General of Foreign Trade. The licensing authorities are required to dispose off such applications within the time period stipulated in paragraph 9.11 of the Handbook in case the application is complete in all respects. However, in certain cases, where inter-ministerial consultation is required, the time period is counted from the date of receipt of approval by the licensing authorities.

(b) to (d) Surprise checks on procedures relating to revalidation of export licences have not been carried out as no specific information against any officer in this regard has come to notice. However, regular supervision and checks are carried out by Department/Division heads in such matters, apart from scrutiny by audit authorities.

#### **N.C.A.E.R.**

3931. SHRI ADHALRAO PATIL SHIVAJIRAO:  
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the National Council for Applied Economic Research (NCAER) has conducted any study on behalf of the Indian National Science Academy (INSA);

(b) if so, the findings thereof; and

(c) the action taken by the Union Government on the said report?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) The information is being collected and will be laid on the Table of the House.

#### **Assistance to Orissa under Urban Renewal Programme**

3932. SHRI BHARTRUHARI MAHTAB: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government of Orissa has approached the Union Government for assistance under Urban Renewal Programme;

(b) if so, the details of the proposals;

(c) the number of slum dwellers of Cuttack, Bhubaneswar entitled to allotment of tenements;

(d) the steps initiated;

(e) the time likely to be taken for the purpose; and

(f) the details of the plan, if any, to make Cuttack, Bhubaneswar slum free after due allotment of alternative sites/tenements?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) to (f) The Jawahar Lal Nehru National Urban Renewal Mission (JNNURM), which is a combination of two Sub-Missions, namely Sub-Mission on Basic Services to the Urban Poor (BSUP) and the Sub-Mission on Urban Infrastructure and Governance, has been launched on 03-12-2005. The JNNURM covers select 63 cities and towns as stated in the enclosed statement. No Project proposals as per guidelines of BSUP have been received by the Ministry of Urban Employment and Poverty Alleviation from the State.

**Statement**

*List of Identified Cities/Urban Agglomerations (UAs) under Sub-Mission on Basic Services to the Urban Poor (BSUP).*

**(a) Mega Cities/UAs**

Sl. No.	City	Name of the State	Population (in lakh)
1	2	3	4
1.	Delhi	Delhi	128.77
2.	Greater Mumbai	Maharashtra	164.34
3.	Ahmedabad	Gujarat	45.25
4.	Bangalore	Karnataka	57.01
5.	Chennai	Tamil Nadu	65.60
6.	Kolkata	West Bengal	132.06
7.	Hyderabad	Andhra Pradesh	57.42
<b>(b) Million-plus Cities/UAs</b>			
1.	Patna	Bihar	16.98
2.	Faridabad	Haryana	10.56
3.	Bhopal	Madhya Pradesh	14.58
4.	Ludhiana	Punjab	13.98
5.	Jaipur	Rajasthan	23.27
6.	Lucknow	Uttar Pradesh	22.46
7.	Madurai	Tamil Nadu	12.03
8.	Nashik	Maharashtra	11.52
9.	Pune	Maharashtra	37.60
10.	Cochin	Kerala	13.55
11.	Varanasi	Uttar Pradesh	12.04
12.	Agra	Uttar Pradesh	13.31

1	2	3	4
13.	Amritsar	Punjab	10.03
14.	Visakhapatnam	Andhra Pradesh	13.45
15.	Vadodara	Gujarat	14.91
16.	Surat	Gujarat	28.11
17.	Kanpur	Uttar Pradesh	27.15
18.	Nagpur	Maharashtra	21.29
19.	Coimbatore	Tamil Nadu	14.61
20.	Meerut	Uttar Pradesh	11.61
21.	Jabalpur	Madhya Pradesh	10.98
22.	Jamshedpur	Jharkhand	11.04
23.	Asansol	West Bengal	10.67
24.	Allahabad	Uttar Pradesh	10.42
25.	Vijayawada	Andhra Pradesh	10.39
26.	Rajkot	Gujarat	10.03
27.	Dhanbad	Jharkhand	10.65
28.	Indore	Madhya Pradesh	16.40
(c) *	<b>Identified cities/UAs with less than one million population</b>		
1.	Guwahati	Assam	8.19
2.	Itanagar	Arunachal Pradesh	0.35
3.	Jammu	Jammu and Kashmir	6.12
4.	Raipur	Chhattisgarh	7.00
5.	Panaji	Goa	0.99
6.	Shimla	Himachal Pradesh	1.45
7.	Ranchi	Jharkhand	8.63
8.	Thiruvananthapuram	Kerala	8.90
9.	Imphal	Manipur	2.50

1	2	3	4
10.	Shillong	Meghalaya	2.68
11.	Aizawal	Mizoram	2.28
12.	Kohima	Nagaland	0.77
13.	Bhubaneswar	Orissa	6.58
14.	Gangtok	Sikkim	0.29
15.	Agartala	Tripura	1.90
16.	Dehradun	Uttaranchal	5.30
17.	Bodh Gaya	Bihar	3.94
18.	Ujjain	Madhya Pradesh	4.31
19.	Puri	Orissa	1.57
20.	Ajmer-Pushkar	Rajasthan	5.04
21.	Nainital	Uttaranchal	2.20
22.	Mysore	Karnataka	7.99
23.	Pondicherry	Pondicherry	5.05
24.	Chandigarh	Punjab and Haryana	8.08
25.	Srinagar	Jammu and Kashmir	9.88
26.	Haridwar	Uttaranchal	2.21
27.	Mathura	Uttar Pradesh	3.23
28.	Nanded	Maharashtra	4.31

**Autonomous Status to National  
Commission for Women**

3933. SHRI ALOK KUMAR MEHTA:

SHRI GANESH PRASAD SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the National Commission for Women has requested the Government to grant autonomous status to the Commission;

(b) if so, the reaction of the Government in this regard; and

(c) the action likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) No request of the Commission in any matter concerning autonomy is pending with the Government. The Commission has the autonomy under the National Commission for Women Act, 1990 (No. 20

of 1990) to regulate its own procedure and the procedure of its committees for the conduct of its functions laid down in the said Act.

(b) and (c) Does not arise.

#### **Delay In Execution of Golden Quadrilateral Project**

3934. SHRI M. RAJA MOHAN REDDY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Comptroller and Auditor General of India has commented upon the delay in execution of the Golden Quadrilateral Corridor of National Highways Development Project;

(b) if so, the observations and suggestions made by the CAG in this regard;

(c) the action taken by the Government thereon; and

(d) the status of the project as on date?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Report of the Comptroller and Auditor General of India (CAG) for the year ended March 2004, Union Government (Commercial), Public Sector Undertakings, National Highways Development Project of National Highways Authority of India (NHAI), No. 7 of 2005 has been laid on the Table of the House on 11th May, 2005. In the report among other observations, the Audit have also commented upon the delay in execution of the Golden Quadrilateral Corridor of National Highways Development Project.

The CAG has inter-alia commented that NHAI could complete works of Golden Quadrilateral to the extent of 1,846 km. (29 per cent) upto June 2004. The corridor-wise achievement in completion of work in respect of Delhi-Mumbai, Mumbai-Chennai, Chennai-Kolkata and Kolkata-Delhi upto June 2004 including partially completed stretches was 82 per cent, 46 per cent, 45 per cent and 25 per cent respectively. The balance works are expected to be completed by December 2005. The corridor concept as envisaged was yet to emerge.

The effective target for completion of NHDP Phase I mainly Golden Quadrilateral was 2005. Substantial completion of Golden Quadrilateral is expected by December 2005. Despite impediments to the progress such as delays in land acquisition, environmental clearance, utility shifting etc. the progress of such large infrastructure was significant. While calculating the completion of only 29%, the Audit have only taken into account the completed stretches in fully completed projects ignoring completed portions in ongoing projects. In fact as on 30th June 2004 the total length of 2892 kms. i.e. 49.46% in Golden Quadrilateral had been four laned.

The suggestions made by CAG are as under:—

- NHAI may strengthen planning regime and follow up mechanism to remove bottlenecks.
- NHAI may ensure standardization and uniformity in contract provisions and approved process.
- NHAI may include and invoke a stringent provision in contract agreements against erring consultants.
- NHAI may devise vendor development policies and framework so that better competition in terms of cost as well as technology transfer could be generated.
- NHAI may improve monitoring of the quality of work done by civil contractors.

(c) Some of the Action Taken by the Government are as under:—

- A Committee of Secretaries has been constituted to address inter-ministerial and Central-States issues such as land acquisition, utility shifting, environment approvals, clearance of Road Over Bridges etc.
- A number of policy guidelines has been issued by NHAI to standardize and streamline the procedure to bring in uniformity and to strengthen the system, procedure and internal control etc.

- State Governments have appointed Senior officers as nodal officers for resolving problems associated with implementation of the National Highways Development Project such as land acquisition, removal of utilities, forest/pollution/environment clearances etc.
- To expedite the construction of Road Over Bridges, an officer of the Railways has been posted to National Highways Authority of India to coordinate with Railways. Memorandum of Understanding has been signed with M/s. IRCON International Limited.
- Performance of the contractors are being closely monitored and non performing contractors are identified.

(d) 87.2% of the Golden Quadrilateral has been completed as on 30-11-2005.

#### **UNDP Report 2005**

3935. SHRIMATI D. PURANDESWARI:

SHRI DHANUSKODI R. ATHITHAN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the United Nations Development Programme (UNDP)'s Human Development Report 2005 has depicted a dark and dismal picture regarding child care and development in India;

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

(c) the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) and (b) Yes, Sir. The Government is already aware of the facts. Reduction of IMR was included in one of the monitorable targets in the X Plan.

(c) The steps taken to improve the delivery of services under Integrated Child Development Services Scheme in the recent past include:—

(i) Expansion of the Scheme from existing 5652

projects and 7.44 lakh AWCs to 6106 projects and 9.32 lakh AWCs.

(ii) Doubling of financial norms for supplementary nutrition.

(iii) Sharing of 50% cost of the States.

(iv) Effective emphasis on States to have effective convergences of nutrition, health and education services under various programmes of the Government.

The National Policy for Children lays down that the States shall provide adequate services towards children, both before and after birth and during the growing stages for their full physical, mental and social development. The National Charter for Children lays emphasis on Government's commitment to children's survival, health and nutrition, education, empowerment and for ensuring child friendly procedures for the special care and protection of children. A National Plan of Action has been finalized which includes strategies to be undertaken for achieving objectives to improve the situation of children in the country. Commission for Protection of Child Rights Bill 2005 has been introduced recently in the Parliament to establish a National Commission for Protection of Child Rights to deal with all issues pertaining to children.

#### **Computer Education**

3936. SHRI P.C. THOMAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has plans to give computers to all Private and Government schools functioning in the country;

(b) if so, steps taken by the Government to give computers at the lowest level and for enhanced education at higher level; and

(c) if so, the details thereof alongwith the allocation of amounts in this regard, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir. The Department of Secondary and

Higher Education has launched the Information and Communication Technology (ICT) @ Schools Scheme in December 2004. Under the ICT @ Schools Scheme, financial assistance is provided for promoting Computer Education in Government and Government Aided Secondary and Senior Secondary Schools only.

(b) and (c) Under the ICT @ Schools Scheme financial assistance is provided to States/UTs on the basis of the Computer Education Plan received from them. The details of funds sanctioned and released to various States/UTs during 2005-06 so far is given in the enclosed statement.

**Statement**

(Rs. in Lakhs)

Sl. No.	States/UTs	Sanctioned	Amount released as 1st installment
1.	Karnataka	2400.00	1200.00
2.	Nagaland	319.59	31.96
3.	Goa	1150.00	292.50
4.	Sikkim	621.09	270.00
5.	Daman and Diu	66.30	25.00
6.	Rajasthan	500.00	53.26
7.	Bihar	900.00	225.00*
<b>Total</b>		<b>5956.98</b>	<b>2097.72</b>

\*After adjustment of unspent balance.

**Revision of CBSE Curriculum**

3937. DR. ARUN KUMAR SARMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a proposal has been received from Srimanta Sankardev Sangha and other organizations for inclusion of the life and works of Mahapurush Srimanta Sankardeva, the 16th Century Vaishnava saint and social reformer of Assam in the CBSE curriculum;

(b) if so, the details thereof alongwith the action taken by the Government thereon;

(c) whether Government is considering to publish literature on social contribution made by this guru in the field of spiritualism, literature, Panchayati Raj

Institution, dance, drama and the classless society which has bounded all the social groups of Assam for centuries; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) The proposal has been referred to Central Board of Secondary Education (CBSE), which broadly follows the National Core Curriculum developed by the National Council for Educational Research and Training (NCERT).

(c) There is no such proposal at present.

(d) Does not arise.

**Four-Laning of National Highways in Punjab**

3938. SHRI SUKHDEV SINGH DHINDSA:  
SARDAR SUKHDEV SINGH LIBRA:  
DR. RATTAN SINGH AJNALA:

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

(a) whether the Union Government has approved four-laning of the Jalandhar-Amritsar Road (NH-1), Pathankot-Amritsar Road (NH-15), Chandigarh-Ropar-Kiratpur Sahib (NH-21), under the National Highways Development Project, Phase-III; and

(b) if so, the latest status of each project?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. Jalandhar-Amritsar section of NH-1 (49 km. out of 69 km.), Pathankot-Amritsar road (NH-15), and Chandigarh-Ropar-Kiratpur section of NH-21 have been approved for 4 laning under National Highways Development Project III. The balance of 20 km. Jalandhar-Amritsar section (km. 387.1 to km. 407.1) has been approved under National Highways Development Project II. (other roads). The latest status is given in the enclosed statement.

**Statement***Status of Four Laning Stretches under NHDP Phase III and NHDP II (other Roads) in Punjab*

Sl. No.	NH	Section	Length (km.)	Present Status	Remarks
1.	1	<b>Jalandhar-Amritsar</b> From km. 407.100 to 456.100	49	The Concession Agreement has been signed in November 2005.	Approved under NHDP Phase IIIA, which is target for completion in Dec. 2009.
2.	21	<b>Chandigarh-Kiratpur</b>	73	The DPR is being updated for implementation of the project on BOT basis.	Approved under NHDP Phase IIIA, which is targeted for completion in Dec. 2009.
3.	15	<b>Amritsar-Pathankot</b>	101	DPR in progress.	Included under NHDP Phase IIIB.
4.	1	<b>Balance of Jalandhar-Amritsar Section</b> From km. 387.100 to 407.100	20	Bids on BOT basis are likely to be called by March 2006.	The work is likely to be completed by June 2009.

*[Translation]***Trade Deficit of MMTC/STC and PEC**

3939. SHRI MITRASEN YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details of the business done by STC, MMTC and PEC during the last three years;

(b) whether the trade deficit of these Corporations have increased;

(c) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF

COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) to (c) The details of the Business

done by STC, MMTc and PEC during the last three years are as under:—

(Rs. in crores)

	STC			MMTC			PEC		
	2002-03	2003-04	2004-05	2002-03	2003-04	2004-05	2002-03	2003-04	2004-05
Export	691	1192	568	2336	1891	3031	2243.80	1640.58	881.38
Import	1753	6978	8407	3732	6679	11033	1440.34	4089.06	4992.61
Domestic	89	179	547	158	529	1060	175.74	123.98	87.33
Total Turnover	2533	8349	9522	6226	9099	15124	3859.88	5853.62	5961.32

(d) These companies are independent organizations registered under the Companies Act, 1956 and the Government does not intervene in their day to day commercial activities.

[English]

#### Entrance Examination in IIT and IIMS

3940. DR. R. SENTHIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the entrance examinations conducted by Indian Institutes of Technology, Indian Institutes of Management, All India Institute of Medical Sciences and other Central Professional colleges is based on the syllabus of the Central Board of School Education;

(b) if so, whether this system restricts students of rural areas studying State syllabus from entering these institutions;

(c) if so, the percentage of students studying under CBSE of the total number of students studying 12th Standard in this country; and

(d) the steps taken by the Government to ensure that the students from rural areas are not deprived from taking admissions in such courses due to various reasons?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Generally the syllabus of the Entrance Examination to various professional institutions is based on the syllabus of CBSE, ICSE and different State Boards of the Country. The Joint Entrance Examination (JEE) conducted by IITs for admission to its undergraduate courses is based on a common syllabus based on CBSE and various State Boards. Indian Institutes of Management (IIMs) offer Postgraduate programmes (equivalent to MBA courses) and the standard syllabus for admission to IIMs is of graduate level and not the CBSE. This does not restrict students of rural area studying State syllabus from entering into different professional institutions.

(c) No such data is maintained centrally.

(d) Since the syllabus takes care of all boards, students from rural areas are not deprived from taking admission in professional institutions. Further, the new JEE pattern has focused on the importance of School education and has considerably reduced the dependence on Coaching Institute for admission to IITs. Therefore, the rural students who cannot afford separate coaching for this examination stand an equal opportunity to compete with urban student in the new system.

### **Appointment of Lecturers in Universities**

3941. SHRI VIJOY KRISHNA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to set up a Commission for appointment of lecturers on ad-hoc/temporary/permanent posts in colleges under Central Universities;

(b) if so, the details thereof;

(c) whether Government have any information on existence of irregularities in appointment to such posts ignoring meritorious candidates; and

(d) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) Does not arise.

(c) and (d) The procedure for appointments to temporary/permanent posts of teachers in a Central University and the college(s), if any, thereunder is laid down in the Statutes of the concerned Central University in terms of which the appointments are made by the Executive Council of the University on the recommendation of a Selection Committee constituted in accordance with the provisions of the relevant Statutes. Further, the UGC's regulations prescribing, inter-alia, the minimum qualifications for appointment of teachers and other measures for the maintenance of standards are mandatory for all the Universities/Colleges. In view of the foregoing, while there is no scope for the existence of irregularities in appointments to such posts, the complaints in this behalf, if and when received, are looked into on merits.

### **Nehru Scholarship**

3942. SHRI ANIRUDH PRASAD ALIAS SADHU YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has announced

Nehru Scholarship on the Birth anniversary of Pt. Jawahar Lal Nehru;

(b) if so, the details thereof;

(c) whether the Government has taken any new initiative on Bal Diwas;

(d) if so, the details thereof; and

(e) the extent to which it would benefit for children below 14 years?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (e) Yes, Sir. On the occasion of Children's Day on 14th November, 2005, the Ministry has announced "Chacha Nehru Scholarship for Artistic and Innovation Excellence" and "Chacha Nehru Scholarships for Sports Talent".

For children participating in the National Level Camp organized by National Bal Bhavan for Selection of Bal Shree Awardees, NCERT will provide 150 scholarships to all children of above 14 years age for four years of studies during class IX to XII. For children in the age group of 9-14 years selected for participation in National Level Camp, a one-time incentive of Rs. 5000/- will be provided by the National Bal Bhavan.

Chacha Nehru Scholarships for Sports Talent will identify extraordinary talent among the students in sports and games. This scheme will be administered by Central Board of Secondary Education (CBSE). 50 Scholarships (for 14 different games) will be awarded each year at the rate of Rs. 500/- per month for students of Class IX-XII with talent in sports, identified on the basis of performance in various games at National level Competition organized by the Board.

### **Separate Intelligence Unit in Delhi and Mumbai**

3943. SHRI NIKHIL KUMAR:

SHRI BALASHOWRY VALLABHANENI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has asked the Delhi

Police and Mumbai Police to create separate intelligence units in the police stations;

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

(c) whether the Government proposes to extend this system to all the States; and

(d) if so, the extend to which such system is likely to help the common people?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (d) In the wake of serial bomb blasts in Delhi on 29-10-2005, an advisory was issued on 16-11-2005 to all States/UTs. including Delhi Police and Mumbai Police for taking concrete steps to strengthen their Special Branches and intelligence gathering at the Police Station level. Besides, they have been advised to set up suitable mechanisms for collection and sharing of strategic and operational intelligence.

Credible and timely intelligence gathering and its sharing would help counter threats to internal security more effectively.

#### **Retrenchment of Labourers**

3944. DR. P.P. KOYA: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) the number of labourers retrenched by the Department of Industries of Lakshadweep Administration from the Fibre factories and Coir production centres during each of the last three years;

(b) the reason for their retrenchment;

(c) whether the Government proposes to engage the retrenched labourers considering the availability of sufficient raw material and expansion of coir industry in the Islands; and

(d) if so, the details thereof?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) and (b) 89 contract labourers, working in two fibre factories and one coir production centre in Lakshadweep, were retrenched by

the Lakshadweep Administration during 2002-03 because the factories/centres were making losses.

(c) No, Sir.

(d) Does not arise.

#### **Utilization of Funds**

3945. SHRI KAMLA PRASAD RAWAT:

SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI ANANDRAO VITHOBA ADSUL:

SHRI RAVI PRAKASH VERMA:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has not been able to spend money during the current year meant to eliminate the dehumanizing practice of people physically carrying human excreta as reported in the 'Times of India' dated November 19, 2005;

(b) if so, the facts thereof;

(c) the details of the projects pending with the Union Government for approval State and Union Territory-wise;

(d) the details of the projects approved by the Union Government during the current year;

(e) the measures taken by the Union Government to eliminate such practice;

(f) whether the Government has failed to utilize the UN financial assistance meant for urban poor;

(g) if so, the reasons therefor;

(h) the assistance received by the Government from UN and utilized under the said Project; and

(i) the steps taken by the Government to utilize UN grants fully for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) to (d) The

Integrated Low Cost Sanitation Scheme (ILCS) is demand driven scheme from the States and the implementation of these schemes rests with the State Governments. In the Budget Estimate (BE) for the financial year 2005-06, an amount of Rs. 30 crore has been allocated for the Integrated Low Cost Sanitation Scheme. The projects received from the State Governments under ILCS have been approved in principle but funds could not be released so far due to non-submission of Utilization Certificates (UCs) from the States in respect of funds released in previous years.

(e) Planning Commission has formulated a National Action Plan for total eradication of manual scavenging by 2007. For effective implementation and monitoring of the National Action Plan, a Central Monitoring Committee under the Chairmanship of Secretary, Ministry of Social Justice and Empowerment has been constituted.

(f) No, Sir.

(g) Does not arise.

(h) and (i) As per the Project Document on the national strategy for Urban Poor signed between the Ministry of Urban Employment and Poverty Alleviation (UE and PA), Ministry of Finance and the United Nations Development Programme (UNDP), in October, 2003, an amount equivalent to US \$ 5 million (approximately Rs. 22.75 crores at current exchange rate) is to be utilized for the project upto 31-12-2007. So far the Ministry of UE and PA has utilized Rs. 6.40 crores.

#### **International Convention Centre**

3946. SHRI P. KARUNAKARAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has received any proposal from the Government of Kerala for financial assistance to construct International Convention Centre (ICC) at Thiruvananthapuram;

(b) if so, the details thereof; and

(c) the response of the Government thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOAN): (a) Yes, Sir.

(b) and (c) The Government of Kerala has been asked to submit a detailed project report for the International Convention Centre under the large revenue generating scheme of the Ministry of Tourism.

#### **Re-Employment Assistance in Urban Areas Scheme**

3947. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI RAVI PRAKASH VERMA:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has announced any scheme for re-employment assistance and skill formation in urban areas;

(b) if so, the details thereof;

(c) the funds allocated under the scheme during the last three years and current year, State-wise;

(d) the present status of the scheme, State-wise; and

(e) the objectives achieved so far?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Ministry of Urban Employment and Poverty Alleviation is already implementing an employment oriented urban poverty alleviation programme named Swarna Jayanti Shahari Rozgar Yojana (SJSRY), on all India basis, since 1-12-1997 to alleviate the living conditions of urban poor living below the poverty line. The programme strives to provide self-employment to the unemployed or underemployed through setting up of small business/micro-enterprises and also provides wage employment to the urban poor by utilizing their labour in creation of socially useful public assets. To enhance the skills of the urban poor for setting the self-employment ventures or for better employability, there is a sub-component of skill training/upgradation also under the Urban Self Employment Programme (USEP) component of SJSRY.

(c) The Central funds released to the States/UTs

under SJSRY during the last three years i.e. 2002-03, 2003-04, 2004-05 and the tentative State-wise allocations, on the basis of incidence of urban poverty, made for the current year 2005-06, State-wise are given in the enclosed statement-I.

(d) and (e) The State-wise number of urban poor, imparted skill training/upgradation under USEP component of Swarna Jayanti Shahari Rozgar Yojana (SJSRY) since its inception on 1-12-1997, cumulatively, is given in the enclosed statement-II.

**Statement-I**

*Central funds released under SJSRY during last 3 years and tentative allocation for the current year*

(Rs. in Lakhs)

Sl. No.	States/UTs	Central Fund Released			Tentative Allocation 2005-06
		2002-03	2003-04	2004-05	
1	2	3	4	5	6
1.	Andhra Pradesh	904.15	1390.19	1116.41	1126.17
2.	Arunachal Pradesh	0.00	7.84	7.69	60.76
3.	Assam	0.00	0.00	245.07	776.37
4.	Bihar	0.00	425.38	468.09	681.66
5.	Chhattisgarh	236.41	229.65	119.31	405.67
6.	Goa	0.00	0.00	0.00	10.91
7.	Gujarat	1717.07	260.19	164.36	519.62
8.	Haryana	238.39	569.95	668.47	99.71
9.	Himachal Pradesh	63.64	32.58	2.17	5.36
10.	Jammu and Kashmir	62.98	30.41	128.17	9.06
11.	Jharkhand	0.00	0.00	0.00	227.16
12.	Karnataka	668.68	577.46	1165.15	822.99
13.	Kerala	301.99	610.50	554.95	371.26
14.	Madhya Pradesh	683.93	818.32	931.49	1096.76
15.	Maharashtra	618.73	322.56	1508.66	1902.92
16.	Manipur	0.00	0.00	0.00	222.78
17.	Meghalaya	0.00	0.00	0.00	114.77

1	2	3	4	5	6
18.	Mizoram	105.15	522.79	491.04	151.90
19.	Nagaland	68.78	1.90	34.02	94.51
20.	Orissa	381.48	0.00	48.91	469.86
21.	Punjab	67.38	0.00	0.00	79.36
22.	Rajasthan	402.53	122.96	256.29	495.38
23.	Sikkim	31.20	163.21	0.00	13.50
24.	Tamil Nadu	751.22	648.58	511.69	924.36
25.	Tripura	114.31	354.26	352.18	165.40
26.	Uttaranchal	16.33	46.27	256.29	109.14
27.	Uttar Pradesh	1671.76	1571.74	2622.61	2071.43
28.	West Bengal	501.66	883.26	424.02	617.47
29.	Andaman and Nicobar Islands	0.00	0.00	0.00	55.48
30.	Chandigarh	269.09	278.37	28.64	104.03
31.	Dadra and Nagar Haveli	23.91	14.63	0.00	6.94
32.	Daman and Diu	0.00	0.00	0.00	11.56
33.	Delhi	0.00	0.00	0.00	165.37
34.	Pondicherry	191.00	191.00	191.00	25.63
Total		10091.77	10074.00	12296.68	14015.25

**Statement-II**

*Number of Urban Poor provided Skill training under SJSRY cumutatively since 1-12-1997 (as reported upto 15-12-2005)*

Sl. No.	States/UTs	Number of Urban Poor person skill trained
1	2	3
1.	Andhra Pradesh	35180

1	2	3
2.	Arunachal Pradesh	211
3.	Assam	8049
4.	Bihar	4862
5.	Chhattisgarh	8760
6.	Goa	996
7.	Gujarat	47820

1	2	3
9.	Himachal Pradesh	3815
10.	Jammu and Kashmir	15492
11.	Jharkhand	0
12.	Karnataka	112726
13.	Kerala	34984
14.	Madhya Pradesh	83314
15.	Maharashtra	137820
16.	Manipur	2506
17.	Meghalaya	1345
18.	Mizoram	2080
19.	Nagaland	1970
20.	Orissa	19471
21.	Punjab	14061
22.	Rajasthan	17577
23.	Sikkim	1360
24.	Tamil Nadu	23303
25.	Tripura	10111
26.	Uttaranchal	1414
27.	Uttar Pradesh	100743
28.	West Bengal	75797
29.	Andaman and Nicobar Islands	0
30.	Chandigarh	2397
31.	Dadra and Nagar Haveli	219
32.	Daman and Diu	0
33.	Delhi	2045
34.	Pondicherry	5343
Total		794781

### Special Education Zones

3948. DR. SUJAN CHAKRABORTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to set up Special Education Zones for Higher Education;

(b) if so, the details alongwith the objectives thereof;

(c) the subjects earmarked for inclusion in the proposed Special Education Zones;

(d) whether any special provision has been made in the interest of students belonging to lower strata or to BPL families;

(e) if so, the details thereof;

(f) whether the experts and educationists are proposed to be involved in the exercise; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) to (g) Do not arise.

### Sethusamudram Ship Channel Project

3949. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government of Sri Lanka has raised objections on Sethusamudram Ship Channel Project;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) and (c) Do not arise.

**Trans Asian Highway**

3950. DR. THOKCHOM MEINYA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has assessed the progress of work pertaining to the Asian International Highway linking India, Myanmar, Thailand and Singapore;

(b) if so, the details thereof;

(c) whether the Asian Development Bank has agreed to finance this project;

(d) if so, the details thereof;

(e) the date by which international highway is likely to become operational;

(f) whether any hurdle has come in the implementation of the project; and

(g) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Out of 32 countries India, alongwith 26 other countries signed the Inter Governmental Agreement on Asian Highways during the 60th Annual Session of the United Nations Economic and Social Commission for Asia and Pacific (UNESCAP) in April 2004. Currently, 28 countries have signed the agreement. At present, 14 Member Countries have ratified the Agreement and ratification of agreement regarding India is under process.

(c) and (d) The UNESCAP is discussing with various multilateral/international financial institutions for raising finance to execute this project.

(e) to (g) The Agreement provides for norms and standards of construction, alignment of routes, road safety standards etc. The agreement has come into force since July 4, 2005. It is difficult to put a date to the completion of the Network. About 16% of total length of the Asian Highway is still below the prescribed norms by the Agreement.

**Vanaspati Exports**

3951. SHRI RAVICHANDRAN SIPPAPARAI:  
SHRI A.K. MOORTHY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Vanaspati Industry has requested the Government to allow duty free vanaspati import from Sri Lanka only through State Trading Corporation/NAFED or exempt vegetable oils from Free Trade Agreement; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVAN): (a) and (b) The representatives of Vanaspati Industry have requested that import of duty-free vanaspati from Sri Lanka under India-Sri Lanka Free Trade Agreement should be canalized. The Government has not taken any decision on this issue.

**Law to Protect Refugees**

3952. SHRI CHANDRA BHUSHAN SINGH:  
SHRI VIRENDRA KUMAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received any proposal to frame a national law for the protection of refugees in the country;

(b) if so, the details thereof alongwith the steps taken by the Government in this regard;

(c) whether India had signed the 1967 Protocol;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Yes, Sir.

(b) Comments of concerned Government Agencies have been called for.

(c) No, Sir.

(d) and (e) Do not arise.

[Translation]

**Release of Funds to Himachal Pradesh**

3953. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the amount of Rs. 4.03 crore sanctioned by the Union Government on January 05, 2004 for two-laning of the Thiyog-Kotarvai-Hatkoti road has been released to the Himachal Pradesh;

(b) if so, the date of release of the said amount;

(c) the progress report of the said road;

(d) whether the Union Government has received any proposal from the Himachal Pradesh Government for extending the two-laning of the said road upto Rohru-Dhambadi; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Central Road Funds are released by to be utilised by the State Government. The amount of Rs. 42.42 crore were released so far to the State Government for CRF works including work of development of Thiyog-Kotavari-Hatkoti road. The State Government has utilized Rs. 42.20 crore upto 31st October, 2005.

(c) As per the quarter ending September 2005, the physical progress of the work is 29% and the financial progress is Rs. 94.79 lakh, out of the sanctioned amount of Rs. 4.03 crore.

(d) No, Sir.

(e) Does not arise.

[English]

**Package for Tea Growers**

3954. SHRI ANWAR HUSSAIN:

SHRI NARAYAN CHANDRA BORKATAKY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes any package for the small tea growers in the country, particularly North-Eastern Region;

(b) if so, the details thereof;

(c) the steps taken by the Government to bail out the Industry in the region; and

(d) the details of the Agencies which have been authorised to implement the said package alongwith the fund allocated for the package?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) There is no proposal to introduce any specific package for the small tea growers in the country. However, a number of steps have been taken by the Government and the Tea Board to help the small tea growers. These include implementation of a price sharing formula between the small tea growers and manufacturers of tea with effect from 1st April, 2004 in order to ensure that the small tea growers get a reasonable share of the price obtained by the manufacturer for made tea and implementation of a Special Tea Term Loan (STTL) which *interalia* provides for sanctioning of working capital limits upto Rs. 2 lakhs at a concessional rate of interest for small tea growers. Government has also set up a Price Stabilization Fund, the benefits of which are available *interalia* to small tea growers having holding upto 4 hectares. Besides, financial assistance by way of subsidy and grant in aid is extended to small growers for various developmental activities.

(c) Various steps have been taken by the Government to help the tea industry in the country, including the North Eastern Region. These include

withdrawal of the additional duty of excise of Rs. 1 per kg. on tea in the Union Budget for 2005-06, sanctioning of two schemes viz. incentives for production of orthodox teas and assistance to the two tea Research and Development Institutions for financing from the special fund created with collections of additional duty of excise on tea, issue of a new Tea (Distribution and Export) Control Order, 2005 in order to maintain quality and retain the brand equity of Indian teas, reducing import duty on items of machinery used to improve productivity and quality of tea, including value addition, to an all inclusive rate of 5% etc.

(d) Does not arise.

#### **Production of Spices**

3955. SHRI ANANTA NAYAK:

SHRI JUAL ORAM:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the details with regard to spices produced during each of the last three years and thereafter, State-wise and spice-wise;

(b) whether there is a vast scope for increasing the production of spices in the country;

(c) if so, the steps taken by the Government in this regard;

(d) whether the Government proposes to give subsidy to the spice growers for promoting the export of spices; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) The details of latest available data on production of major spices in various states for the last three years, is available in the publication of the Spices Board called "Spices Statistics". A copy is available in the library of the Parliament.

(b) and (c) Yes, Sir. The Government is implementing a Centrally Sponsored Scheme on National Horticulture Mission (NHM) under which promotion of

production of spices is undertaken. In order to meet the growing demand, several development programmes on spices, besides existing activities, have been included in the NHM, which, inter-alia, include production, multiplication and distribution of nucleus planting material of high yielding and export oriented varieties of spices specific to different agro climatic conditions. Spices Board has also been implementing a number of plan schemes for promoting cultivation of a number of spices.

(d) and (e) With a view to boost exports, Government of India has recently announced a scheme for grant of a WTO-compatible subsidy on export of 20,000 metric tonnes of pepper from India at the rate of Rs. 5.00 per kg. (or the actual cost incurred, whichever is less) for international freight and Rs. 2.00 per kg. for internal transport, subject to certain conditions. This scheme is implemented as a one time measure and will end on 31 March, 2006.

#### **Progress of Work on National Highways No. 60 and 5**

3956. SHRI KHARABELA SWAIN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state the progress of work in the construction of National Highway-60 and Bhadrak-Balasore section of NH-5 in Orissa during the last one year?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): 12.5 km. of National Highway-60 and 7.62 km. of Bhadrak-Balasore Section of National Highway-5 in Orissa have been widened to four lanes, during the last one year.

*[Translation]*

#### **Construction of Damoh-Katni Route**

3957. SHRI CHANDRABHAN SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Damoh-Katni route has been declared as a National Highway;

(b) if so, the name of the agency to which

construction work of the said National Highway has been assigned;

(c) the estimated cost of the said highway and the target fixed for completion of the work;

(d) whether special attention has been paid towards quality in construction of the said highway; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) to (e) Do not arise.

[English]

#### **Release of Funds for Mangalore Port**

3958. SHRI D.V. SADANAND GOWDA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the funds allocated in the approved Plan outlay for the year 2005-06 for the development of Mangalore Port has been released; and

(b) if not, the reasons therefor and the time by which the amount is likely to be released?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) The approved annual plan outlay of New Mangalore Port for the year 2005-06 amounting to Rs. 26 crores is to be funded from internal resources of the Port. Release of funds from any other source is thus not required. An expenditure of Rs. 9.63 crores has been made till November, 2005 and the outlay is proposed to be revised to Rs. 18.00 crores based on actual requirement.

#### **Foreign Educational Institutions**

3959. SHRI AMITAVA NANDY:

SHRI K.S. RAO:

SHRI BALASHOWRY VALLABHANENI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether foreign institutions are allowed to set up their educational facility centres in the country;

(b) if so, the details thereof;

(c) whether higher education is being liberalized by allowing foreign investment in the sector;

(d) if so, the details thereof;

(e) whether the Government proposes to formulate a policy to encourage foreign participation to set up schools and educational institutions in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) According to the All India Council for Technical Education (AICTE) 'Regulations for entry and operation of foreign universities/institutions imparting technical education in India' notified on May 25, 2005, any foreign education provider seeking to operate in India, has to register itself under the above Regulations. Under the Regulation no franchising of operations is permitted.

(c) to (f) The Government intends to formulate a regulatory framework on foreign education providers in consultation with all stake-holders at the earliest possible.

#### **Import/Export of Fruits/Vegetables**

3960. PROF. CHANDER KUMAR:

SHRI M. RAJA MOHAN REDDY:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the fruits/vegetables imported/exported and foreign exchange earned during each of the last three years and thereafter, country-wise;

(b) the details and quantum of fruits imported after removing the restrictions;

(c) the custom duty imposed on these imported fruits;

(d) whether it has affected the local fruit growers/

traders especially in Apples in the State of Himachal Pradesh; and

(e) if so, the steps taken to save the domestic fruit market?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) and (b) Country-wise details of fruits/vegetables exported/imported are given in the publication 'Monthly Statistics of Foreign Trade of India; Volume-I (Exports) and Volume-II (Imports) Annual Number' published by Directorate general of Commercial Intelligence and Statistics, which are available in the library of the Parliament.

(c) The import duty on vegetables ranges from 10% (Onions) to 100% (Garlic) and on fruits from 25% to 70% depending on the type of fruits/vegetables.

(d) and (e) Most of the fruits/vegetables including apples are in the list of sensitive items. In order to ensure that the farmers of the country are not put to any hardship, the Government has put in place a suitable mechanism for monitoring the import of sensitive items.

[Translation]

#### Trade Fair

3961. SHRI SAJJAN KUMAR:

SHRI DALPAT SINGH PARSTE:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government is satisfied with the performance of the International Trade Promotion Organisation (ITPO); and

(b) if so, the details thereof alongwith achievement made during the last three years and thereafter?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) Yes, Sir.

(b) The performance of India Trade Promotion Organisation (ITPO) is assessed every year with reference to the Memorandum of Understanding between the Government and ITPO. Its performance was rated as very good during the last three years.

[English]

#### Grants for Upgradation of Laboratories

3962. KUNWAR MANVENDRA SINGH:

SHRI ANIRUDH PRASAD ALIAS SADHU YADAV:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has allocated additional amount to Delhi University for upgradation and restructuring of all affiliated colleges' labs;

(b) if so, the details thereof;

(c) whether Delhi University allocated Rs. 4 lakh to each college for upgradation of their Laboratories;

(d) if so, the details thereof;

(e) the time by which Laboratories in all colleges are likely to be modernised; and

(f) the extent to which students would be benefited therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Grants to Universities, including the University of Delhi, are allocated by the University Grants Commission (UGC) depending on the requirements of these Universities as well as overall allocation of funds made to the Commission by the Central Government. As per information received from the UGC, no such additional grant has been allocated to the University of Delhi.

(b) Does not arise.

(c) to (f) According to the information furnished by the University of Delhi, the University has allocated Rs. 1 lakh each to Atma Ram Sarbatan Dharam College,

Keshav Mahavidyalaya, Maharaja Agrasen College, Moti Lal Nehru College, Rajdhani College, St. Stephen's College and Shyam Lal College to set up laboratory facilities for foundation course in Biology in B.Sc. Physical Sciences/Applied Physical Sciences/Applied Life Sciences. Besides, Rs. 100 lakhs has been earmarked by the University from out of the University Development fund to provide support to the Colleges, upto a maximum of Rs. 4 lakh per College, for strengthening the infrastructure to conduct newly restructured undergraduate courses.

[Translation]

#### **Import of Gold Coins**

3963. SHRI SANJAY DHOTRE: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to permit private importers and jewellers to import gold coins; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) The Foreign Trade Policy allows free import of gold coins subject to Reserve Bank of India (RBI) Regulations. There is no specific proposal of giving permission to private importers and jewellers to import gold coins.

[English]

#### **Export of Salt**

3964. SHRIMATI MANORAMA MADHAVARAJ:

SHRI NARENDRA KUMAR KUSHAWAHA:

SHRI SHISHUPAL N. PATLE:

SHRI MOHD. TAHIR:

SHRI MUNSHI RAM:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether China has curtailed its import indents for Indian salt during the current year;

(b) if so, the reasons therefor;

(c) whether China has also imposed quality standards on salt imported from India;

(d) if so, the details thereof; and

(e) the steps taken or being taken by the Government to re-capture the Chinese market for Indian salt?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) No, Sir.

(b) Does not arise.

(c) and (d) No, Sir.

(e) Does not arise.

#### **Improvement/Creation of New Facilities at Seaports in Gujarat**

3965. DR. VALLABHBHAI KATHIRIA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total coastal areas in Kilometres in Gujarat;

(b) whether the Government has received any proposal from the Government of Gujarat for improvement and creation of new facilities at seaports of Gujarat;

(c) if so, the details thereof;

(d) the funds provided by the Union Government for development of coastal areas in Gujarat during each of the last three years and current year; and

(e) the steps taken by the Government to provide funds for creation of new facilities/upgradation and development of existing facilities at seaports of Gujarat?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The length of coastline in Gujarat is 1214.7 Kilometres.

(b) to (e) A Public Private Partnership Project proposal under the Viability Gap Scheme has been received from Gujarat Infrastructure Development Board (GIDB), a Government of Gujarat organization, relating

to Coastal Water Transportation for providing Ro-Ro Ferry Services in Gulf of Cambay. The project proposes to start Ro-Ro ferry service between Ghogha (Bhavnagar) and Suvali (Surat). The ferry will carry loaded trucks/multi-axel trucks, goods and passengers. The project will involve development of port terminals and operation of ferry services as a single project. The project will be implemented through Private Sector Participation. Gujarat Maritime Board, Govt. of Gujarat is the sponsoring agency and the project is proposed to be implemented by a private entity to be selected through competitive bidding procedure.

The Gujarat Maritime Board (GMB) had also proposed projects for development of minor ports at Magdalla, Naviakhi, Porbandar, Okha, Veraval and Bhavnagar under the proposed National Maritime Development Programme (NMDP). Government has, for the time being, decided to prepare the National Maritime Development Programme, comprising schemes/projects for development of Major Ports, Shipping and Inland Water Transport Systems only.

*[Translation]*

#### **Industry Status to Herbal Cultivation**

3966. SHRI SITA RAM YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to accord the status of an industry to the cultivation of herbs; and

(b) if so, the details thereof and the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) According to the available information, there is no such proposal under consideration of the Government.

#### **Universalization of Elementary Education**

3967. SHRI RAKESH SINGH:

SHRI SUGRIB SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have made any arrangements to tackle the challenge to be posed by the Universalisation of elementary education;

(b) if so, whether the Government have made any assessment about the number of students expected to join secondary school in the next two years in the country particularly in Kendriya Vidyalaya and Navodaya schools;

(c) if so, the details in this regard;

(d) the annual expenditure likely to be incurred by the Government on creation of additional infrastructure and on other heads; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) It is premature to anticipate the full impact of Sarva Shiksha Abhiyan which aims to attain universal retention in elementary education by 2010. However, Government is committed to make secondary education of good quality available, accessible and affordable to all young persons.

(b) to (e) Increase in the number of students at the secondary level, the arrangements required as a result thereof and annual expenditure incurred thereon would depend inter-alia, on the degree of success of programmes like Sarva Shiksha Abhiyan (SSA).

#### **Transportation System**

3968. SHRI MOHD. TAHIR:

SHRI SUKDEO PASWAN:

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

(a) whether guidelines have been laid down by the Union Government for the smooth flow of traffic on the borders of different States;

(b) if so, the details thereof;

(c) whether any proposal to revise the existing system has been received by the Union Government from the States;

(d) if so, the details thereof alongwith the reaction of the Union Government thereto;

(e) whether the Government proposes to amend the existing Motor Vehicles Act, 1988;

(f) if so, the details thereof;

(g) whether uniform transport tax structure is prevailing across the States; and

(h) if not, the details thereof alongwith the steps being taken or proposed by the Union Government in this regard?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (d) The Central Government is not concerned with the flow of traffic either within the States or between the States. This aspect is dealt with by the State Governments themselves in conformity with the provisions of the Motor Vehicles Act, 1988 and relevant laws.

(e) and (f) Amendments to the Motor Vehicles Act, 1988 are considered and carried out as and when found necessary.

(g) and (h) The road tax comes under the purview of the State Government. The Central Government in the past had tried to persuade the States to rationalize and harmonize the tax structure. However, such efforts have not succeeded due to lack of unanimity among the States.

[English]

**Observation of Lacunae by  
World Bank in ICDS**

3969. SHRI M.P. VEERENDRA KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Integrated Child Development Services Programme has been evaluated by many agencies including World Bank and have observed lacunae in the programme;

(b) if so, the facts in this regard; and

(c) the corrective steps taken/to be taken by the Government to remove the lacunae and streamline the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) and (b) The impact of the Integrated Child Development Services (ICDS) Scheme has been significant in the field of health, nutrition and educational status of the beneficiaries as brought out in the evaluations conducted by National Institute of Public Cooperation and Child Development in 1992; Central Technical Committee on Integrated Mother and Child Development in 1996 and National Council of Applied Economic Research in 2000-2001.

No evaluation of ICDS Scheme as such has been conducted by the World Bank. However, a draft Report prepared by the World Bank titled "India's Malnourished Children—A call for Reform and Action" was received on which comments have been sent to the World Bank. Final Report has not been received so far.

(c) The steps and initiatives taken by the Government, in the recent past, to increase the effectiveness and impact of the Scheme include:—

- Expansion of the Scheme from existing 5652 Projects and 7.54 lakh Anganwadi Centres to 6108 Projects and 9.42 lakhs Anganwadi Centres.
- Doubling of financial norms for supplementary nutrition.
- Sharing of 50% cost of supplementary nutrition with the States.
- Increase in the rent of Anganwadi Centres.
- Constant emphasis on States to:—
  - Operationalise all sanctioned projects and Anganwadi Centres (AWCs);
  - Focus on reaching children under 3 years;
  - Fill-up all vacant posts of ICDS functionaries;
  - Ensure regular supply of supplementary nutrition as per schematic norms;

- Make available medicine and pre-school education kits in all AWCs; and
- Ensure effective convergence of health nutrition, education and safe drinking water services under various programmes.

The implementation of the scheme is also reviewed with the State Governments/UT Administrations from time to time.

#### **Four-Laning of Road on NH-2**

3970. SHRI SUNIL KHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has decided to take up the project of four-laning of road on NH-2 which was stopped three years back due to disruption at Panagarh Bazar in West Bengal;

(b) if so, the time by which the project is likely to be started; and

(c) if not, the reasons therefor?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) Yes, Sir. It has been proposed to provide a 4 lane Panagarh Bypass on NH-2. The Detailed Project Report (DPR) is in progress. The work of construction of bypass is likely to be taken up after completion of pre-construction activities such as land acquisition, shifting of utilities, etc. after finalization of the DPR. Therefore, at this juncture it is too early to indicate the date of start of the project on ground.

#### **Impact of Product Patent on Traditional Industries**

3971. DR. K.S. MANOJ: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether there has any adverse impact on the traditional industries like Coir, Handloom, Cashew and Beedi etc. due to product Patent Act; and

(b) if so, the details thereof and the financial assistance being provided/proposed to be provided by the Government to help these industries?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) The Government has not undertaken any study to assess the impact of the Product Patent regime on traditional industries. However, no incidence of adverse impact of the Product Patent regime on traditional industries like coir, handloom, cashew, etc., has been noticed.

(b) Does not arise.

#### **ICHR and IIAS**

3972. SHRI C.K. CHANDRAPAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the attention of the Government has been drawn to a report published in the fortnightly *Frontline* of August 12, 2005 pointing out numerous improprieties committed by the authorities of the Indian Council of Historical Research and Indian Institute of Advanced Study;

(b) if so, the report of these improprieties is stated to be based on the report of the Review Committee set up by the MHRD;

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

(d) whether the MHRD has so far not made the report of the Review Committee public;

(e) if so, the reasons therefor; and

(f) the time by which it is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) to (f) Government of India had appointed one-man Review Committees to review the working of the Indian Council of Historical Research (ICHR), New Delhi, and the Indian Institute of Advanced Study (IIAS), Shimla. The final reports of the Review Committees have been received by the Government. The recommendations made by the Committees have been accepted and sent

alongwith the reports, to the ICHR and the IIAS, which are autonomous institutions of higher learning, for placing them before their respective Council and Governing Body for taking a view in the matter and for implementation.

#### **NVS and KVS**

3973. SHRI SURAVARAM:

SUDHAKAR REDDY:

SHRI T.K. HAMZA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the steps the Government has taken so far to ensure security and tension free work atmosphere for women employees in the KVS and NVS Schools, as directed by the Supreme Court in the Vishakha Case; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Complaint Redressal Committees have been constituted at the Headquarters and Regional Offices level of KVS and NVS for redressal of complaints of gender harassment of women employees as per directions of Hon'ble Supreme Court of India in the Vishakha Case. Appropriate work conditions are provided so that no woman has reasonable ground to believe that she is at a disadvantageous position in respect of her employment.

(b) Does not arise.

[Translation]

#### **Expansion of Schedule Areas**

3974. SHRI RAMDAS ATHAWALE:

SHRI MAHAVIR BHAGORA:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has received any proposal from different State Governments for the

expansion of Scheduled areas and for the declaration thereof;

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

(c) the action taken by the Government thereon?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) Yes, Sir. This Ministry has received proposals for expansion of the scheduled areas from the State Governments of Andhra Pradesh, Himachal Pradesh and Uttaranchal.

(b) and (c) The criteria followed for declaring an area as scheduled area are preponderance of tribal population, compactness and reasonable size of the area. The Government of Andhra Pradesh has submitted a proposal to include 805 villages of nine districts in the scheduled areas to make the tribal sub plan and scheduled area co-terminus. The matter has been processed as per the procedure established for the purpose.

The Government of Himachal Pradesh and Uttaranchal have submitted proposals to declare the Giripar area of Himachal Pradesh and some areas of Uttaranchal respectively as scheduled areas. The proposals are linked with inclusion of various communities of these areas in the list of scheduled tribes. The proposals of State Government of Himachal Pradesh and Uttaranchal do not at this stage fulfill the above criteria.

#### **Construction of a Bridge Across Rapti River**

3975. YOGI ADITYA NATH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has sanctioned construction of a bridge across Rapti river on the National Highway No. 28 in Gorakhpur;

(b) if so, the progress in regard to construction of the said bridge at present; and

(c) the time by which the said bridge is likely to be completed?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The construction work of 2-lane additional bridge across river Rapti on the National Highway No. 28 at Gorakhpur is in progress.

(b) 75 per cent work has already been completed.

(c) The work is likely to be completed by March, 2006.

[English]

#### Shortage of Teachers

3976. SHRI K.S. RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware of acute shortage of qualified teaching faculty in higher educational institutions especially in rural engineering colleges;

(b) if so, the details thereof;

(c) the findings of the All India Council for Technical Education in this regard;

(d) whether the Government has laid down any regulation/guideline ensuring that the private self-financing colleges and institutions to recruit adequate number of qualified faculty members for courses and programmes offered to students;

(e) if so, the details thereof; and

(f) the steps taken to attract and nurture talent to become qualified teachers in various subjects/courses in Engineering Colleges and Universities?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) According to the AICTE, there is a shortage of faculty in engineering colleges in certain disciplines of engineering and technology such as Mechanical, Civil, Chemical, Electrical, Electronics, Computer and IT and Textile.

(d) and (e) Norms and Standards prescribed by

AICTE require that the technical institutes conform to faculty student ratio and faculty cadre ratio.

(f) In order to attract and retain bright, talented and competent professional as faculty members. The AICTE has various faculty development schemes such as Early Faculty Induction Programme, Career Award for Young Teachers Scheme, Staff Development Programme, Seminar/Travel Grants Scheme.

[Translation]

#### Distribution of Fake Degrees

3977. SHRI MOHAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the various universities and deemed universities on the pretext of distance education are crossing its territorial jurisdiction and are involved in the trade of degree distribution;

(b) whether a Rajasthan based university is involved in the trade of selling recognised B.Ed. degree in Uttar Pradesh; and

(c) if so, the steps taken against such universities/guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) According to the information furnished by the Distance Education Council (DEC), a Statutory Body under Indira Gandhi National Open University (IGNOU) Act, 1985, a few Universities are offering their programmes in distance mode beyond their territorial jurisdiction. The DEC has recently asked two Deemed to be Universities of Rajasthan to refrain from offering programmes through distance mode as they lack infrastructure and support facilities at their Study Centre. The DEC has also advertised through leading Newspapers, cautioning the public at large that before they enroll for distance education in any institution they must satisfy themselves that the institution has necessary sanction for granting degree/diploma/certificate for the

course in question and that the Centre in question has specific prior approval of the DEC.

[English]

**Modernisation of Enforcement Machinery for Reducing Accidents**

3978. SHRI VARKALA RADHAKRISHNAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government of Kerala has submitted a proposal for modernising the enforcement machinery to reduce the accident rate; and

(b) if so, the details thereof alongwith the action taken/proposed to be taken in this regard?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) Does not arise.

**Review of Tenth Plan by UGC**

3979. SHRI ABDULLAKUTTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether University Grants Commission has completed a review of the Tenth Five Year Plan;

(b) if so, the details thereof;

(c) the facts regarding achievements against the targets fixed under the plan;

(d) whether any recommendations have been made regarding improvement in its implementation in future; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (e) According to the information furnished by the University Grants Commission (UGC), the review of the Tenth Five Year Plan is under progress.

**Diamond Industry**

3980. SHRI N.S.V. CHITTHAN:  
SHRI KASHIRAM RANA:  
SHRI HARISINH CHAVDA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to set up an International Diamond Trade Centre in the country;

(b) if so, the details thereof;

(c) the rank of India in the world in the field of diamond production;

(d) whether the Government proposes to ban import of Diamonds especially from Ivory Coast in Africa; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) No, Sir.

(b) Does not arise.

(c) India has insignificant production of rough diamonds. As per National Mineral Development Corporation, production of rough diamonds during the last three years is as follows:—

Sl. No.	Year	Production (in carats)
1.	2002-03	84348
2.	2003-04	71163
3.	2004-05	78217

(d) and (e) There is no such proposal before the Government.

**Overlapping of Schemes**

3981. SHRI L. GANESAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether certain Women and Child Development Schemes of Department of Women and Child Development and Ministry of Health and Family Welfare have been found to be overlapping;

(b) if so, the details and the reaction of Ministry of HRD in this regard;

(c) the steps taken by Ministry of HRD to distinct each scheme from one another;

(d) the role of States/NGOs in each of such schemes; and

(e) the list of Nodal agencies for such programmes and the number of persons benefited during each of the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) No, Sir. However, certain interventions under ICDS viz., Immunization, Health Check-up and Referral services are delivered under the Schemes/Programmes of the Ministry of Health and Family Welfare. Thus some of the schemes of the two Ministries/Departments do complement each other.

(b) and (c) Does not arise.

(d) and (e) The Centrally Sponsored Schemes of the Department are implemented through State Governments/UTs. In case State Government decides they can take the help of NGOs.

There is no nodal agency system prevalent in the schemes sanctioned by the Department. The Central Schemes of the Department are implemented through NGOs. The list of NGOs, under various schemes, and number of beneficiaries during last 3 years are given in the Annual Reports of the Department and also at Departmental Website—[www.wcd.nic.in](http://www.wcd.nic.in).

#### **Report on Starvation Deaths**

3982. SHRI G. KARUNAKARA REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of starvation deaths reported

in the country, State-wise, UT-wise during each of the last three years as on date;

(b) whether the National Human Rights Commission (NHRC) have issued notices to several States/UTs to submit report on starvation deaths in their respective States/UTs; and

(c) if so, the details alongwith the reaction of the States in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (c) The National Human Rights Commission, on the basis of complaints received in respect of starvation deaths in different States and also taking suo motu cognizance, had issued notices to the States of West Bengal, Uttar Pradesh, Rajasthan, Jharkhand, Andhra Pradesh, Karnataka and Madhya Pradesh in respect of 93 starvation death cases brought to its notice. The States have attributed the cause of such deaths to illness/malnutrition and other natural causes.

#### **Women Battalion in BSF**

3983. SHRI ARJUN SETHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received any proposal from BSF for creating a separate Battalion of women; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Yes, Sir.

(b) Proposals of CPMFs for augmentation of their strength are processed keeping in view the operational requirements.

#### **Vocational Training Institutes**

3984. SHRI RAHUL GANDHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware of the very

weak linkages between vocational training institutions (including ITI and Poly-technique Institute amongst the others) and the evolving needs of the industrial and service sectors; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The institute—industry linkage is a built-in component of the schemes of Vocational Education/Training. Periodical updating in the scheme is done according to the changing needs of the Industry and other user agencies.

#### **Construction of National Highways from Delhi to Mumbai**

3985. SHRI KASHIRAM RANA:

SHRI MANSUKHBHAI D. VASAVA:

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

(a) whether National Highway No. 8 passes through Ahmedabad, Vadodara and Surat;

(b) if so, whether the Govt. proposes to construct another national highway from Delhi to Mumbai via Shamlaji to Vadodara, Rajpipla to Songadh, Virar to Vapi;

(c) if so, the time by which the work is likely to be started and finished; and

(d) the length of the existing National Highway No. 8 and the newly suggested national highways?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The National Highways No. 8 originates from Delhi and passes through the Jaipur-Ajmer-Udaipur-Ahemdabad-Vadodra-Bharuch-Valsad-Vapi and terminates at Mumbai.

(b) No, Sir.

(c) Does not arise.

(d) The length of the National Highways No. 8 is about 1419 km.

*[Translation]*

#### **Leaking out of Question Papers**

3986. DR. DHIRENDRA AGARWAL:

SHRI GIRIDHARI YADAV:

SHRI HARISINH CHAVDA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some question papers of various technical entrance examinations had leaked;

(b) if so, the details thereof during the last two years;

(c) the number of persons found guilty in this regard alongwith the nature of punishment given to them; and

(d) the steps taken by the Government to prevent/check leakage of question papers?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) The information is being collected and will be placed on the Table of the House.

#### **Collection of Road Revenue**

3987. SHRI BIR SINGH MAHATO:

SHRI TUKARAM GANPATRAO RENGE  
PATIL:

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

(a) the details of the road revenue collected by the Government during the Tenth Plan period;

(b) the details of the amount allocated to the road sector during the Tenth Plan period;

(c) whether the road revenue collected during the said plan period has not been allocated to the road

sector and the said amount has been spent in the other sectors;

(d) if so, the reasons therefor alongwith the proposal of the Government to mobilise resources for the road sector; and

(e) the action taken so far on the said proposals?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (e) The information is being collected and will be laid on the Table of the House.

[English]

**Link Road between District Headquarters and State Capitals**

3988. SHRI VIRENDRA KUMAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to provide link road between the district headquarters and the State capitals of every State;

(b) if so, by when such proposal would be implemented; and

(c) the fund provision made therefor?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) and (c) Do not arise.

**Conversion of Road on NH-47 as a Part of Golden Quadrilateral Project**

3989. SHRI K. SUBBARAYAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the road on National Highway (NH) No. 47 in Coimbatore is proposed to be converted to be a part of the Golden Quadrilateral Project; and

(b) if so, the details thereof and steps being taken for its conversion?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) No, Sir. However, National Highway No. 47 passing through Coimbatore bypass is proposed to be converted into 4-lane facility as a part of North-South Corridor under National Highways Development Project (NHDP) Phase II. The work is proposed to be implemented on the basis of Build, Operate and Transfer (BOT) model. The bids for the work are yet to be invited.

\*3990.

[Translation]

**Shipping Service to Pakistan**

3991. SHRI HARISHCHANDRA CHAVAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government is contemplating to negotiate with the Government of Pakistan for increasing shipping services;

(b) if so, the details thereof; and

(c) the progress made in this regard so far?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) No, Sir. However, an Indian delegation visited Karachi, Pakistan on 08-10 December, 2005 and held technical talks on shipping to review the 1975 India-Pakistan shipping protocol which at present restricts lifting of cargo between the two countries by third country vessels as well as lifting of third country cargo by Indian and Pakistani flag vessels from each others' ports. The existing protocol has been reviewed by both sides and initiated at official level. After approval of both governments revised protocol will come into force. Since restrictive clauses have been removed, it is expected that shipping services between the two countries will increase.

\*The question tabled by Shri Faggan Singh Kulaste was deleted vide corrigenda to list of question issued on 5-5-2006.

*[English]***Anti-Dumping Duty**

3992. SHRI BRIJBHUSHAN SHARAN SINGH: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the names of drugs, chemicals and other products on which anti-dumping duty have been levied so far;

(b) the rate of duties and the base price (CIF) which was taken into consideration for levying anti-dumping duty;

(c) the drugs and other items on which anti-dumping duty was withdrawn/modified/allowed to continue after review;

(d) whether any instance of irregularities in levy of anti-dumping duty have come to the notice of the Government; and

(e) if so, the details thereof alongwith the action against the officials found responsible?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) List of products including drugs, chemicals etc. on which anti-dumping duty has been levied alongwith the range of duties/reference price and the status after review is given in the enclosed statement.

(d) No, Sir.

(e) Does not arise.

**Statement**

*Anti-Dumping Cases on which duty have been levied  
(as on 15-12-2005)*

**Definitive duty imposed**

Sl. No.	Product	Country(ies) involved	Range of Duty recommended	Range of duty/Status after review
1	2	3	4	5
1.	PVC Resin	Brazil, Mexico, Korea RP and USA	Rs. 504/MT- Rs. 2036/MT	Duty withdrawn after MTR.
2.	Bisphenol-A	Japan	Anti-dumping duty equivalent to dumping margin of 23%	Duty withdrawn after SSR.
3.	Isobutyl Benzene	China PR	Rs. 10634/MT	Duty withdrawn after SSR.
4.	3, 4, 5 Trimethoxy Benzaldehyde (TMBA)	China PR	Rs. 237 per kg.	US \$ 4.31/kg.
5.	Theophylline and Caffeine	China PR	Rs. 108/kg- Rs. 101/kg.	US \$ 5.71-6.86.
6.	Acrylonitrile Butadiene Rubber (NBR)	Japan	Rs. 19306/MT	Difference between US \$ 2088/MT and landed value of imports.

1	2	3	4	5
7.	Potassium Permanganate	China PR	Rs. 5992/MT	Duty expired.
8.	Bisphenol-A	Brazil, Russia	10263/MT- Rs. 12559/MT	Duty withdrawn after SSR.
9.	Dead Burnt Magnesite (DBM)	China PR	Rs. 705/MT- Rs. 1264/MT	Duty withdrawn after MTR.
10.	Low Carbon Ferro Chrome (LCFC)	Russia, Kazakhstan	Rs. 10900 Rs. 18600/MT- Rs. 18500/MT	Duty withdrawn after MTR.
11.	Sodium Ferrocyanide	China PR	Rs. 16358/MT- Rs. 20287/MT	Difference between US \$ 1556.87/MT and landed value of imports.
12.	Bisphenol-A	USA	Rs. 10,000/MT	Duty withdrawn after MTR.
13.	8-Hydroxy Quinoline	China PR	Rs. 183-206/kg	Duty withdrawn after MTR.
14.	Acrylonitrile Butadiene Rubber (NBR)	EU (Germany), Korea RP	Rs. 8316/MT- Rs. 13255/MT	US \$ 138.39 to 647.35/MT.
15.	Catalysts	EU (Denmark)	Rs. 25.64- Rs. 215.46/Ltr	Duty withdrawn after SSR.
16.	Acrylic Fibres	USA, Thailand, Korea RP	Rs. 6.30 to Rs. 42.93/kg	US \$ 016- US \$ 0.366/kg.
17.	Graphite Electrodes	USA*, China PR, EU (Spain*, Italy*, Germany*, Belgium*, Austria* and France*)	Rs. 5517-30997/MT	China PR-US \$ 234.54 to US \$ 508.506/MT. All other countries-duty withdrawn.
18.	Purified Terephthalic Acid (PTA)	Korea RP, Thailand and Indonesia	Rs. 1130- Rs. 3375/MT	Duty withdrawn after SSR.
19.	Vitamin-C	Japan* and China PR	Rs. 27.59-61.96/kg	Japan-Nil duty Duty continued on China after SSR.
20.	Magnesium	China PR	Difference between Rs. 157005/MT and landed price of imports/MT subject to maximum of Rs. 57852/MT	Duty withdrawn after SSR.

1	2	3	4	5
21.	Met Coke	China PR	Rs. 4673 reference price subject to min. Rs. 692/MT	Duty equal to difference between US \$ 119.13 and landed value of imports.
22.	Polystyrene	Korea RP, Japan, Taiwan, Malaysia	Rs. 1963-13493/MT	Duty withdrawn after SSR.
23.	Hot Rolled Coils	Russia, Kazakhstan* and Ukraine	Difference between Rs. 14300 to Rs. 22000 and landed price of imports/per MT	Duties expired on 27-11-2003.
24.	Fused Magnesia	China PR	Rs. 390-Rs. 994/MT	Duty withdrawn after SSR.
25.	Lovastatin	China PR	Difference between Rs. 191869/kg and landed value	Duty expired on 27-11-2003.
26.	Acrylic Fibres	EU (Italy**, Spain**, Portugal**) and Japan	Rs 2.69/kg- Rs. 82.00/kg	Duty only against Japan after SSR. Difference between US \$ 1681 per MT and landed value.
27.	Calcium Carbide	China PR and EU (Romania)	Rs. 499-Rs.873/MT (US \$ 13.88)	Duty withdrawn after SSR.
28.	Ortho Chloro Benzaldehyde	China PR	Difference between Rs. 200.21/kg and landed value/kg	Duty expired on 24-11-2003.
29.	Citric Acid	China PR	Difference between Rs. 60324 PMT and landed value of imports PMT	Duty expired on 24-11-2003.
30.	Styrene Butadiene Rubber	Japan, Korea RP, Turkey**, Taiwan**, USA, EU (Germany*, France*)	Rs. 0.92 to Rs. 10.57/kg. if difference between Rs. 48.2 to Rs. 62.16 and landed price of imports/kg in more	Duty removed on Turkey and Chinese Taipei after SSR. For others US \$ 0.0689 to 0.197/kg.
31.	Ethylene Propylene Diene Monomer (EPDM)	Japan	Difference between Rs. 100644 to Rs. 104725 and landed price of imports/kgs	Duty expired on 12-4-2004.

1	2	3	4	5
32.	Hard Ferrite Ring Magnets	China PR	Difference between Rs. 36/- and landed price of imports per kg.	Diff. between US \$ 1123.8/MT and landed value of imports/MT after review. Duty expired on 3-5-2004.
33.	Acrylic Fibre	Mexico	Difference between Rs. 83.7 and landed value of imports if such difference is more than Rs. 2.20/kg.	Duty expired on 14-5-2004.
34.	Low Carbon Ferro Chrome (LCFC)	China PR, South Africa*, Macedonia	Rs. 911- Rs. 6512/MT	Duty expired on 28-10-2004.
35.	Polytetrafluoroethylene (PTFE)	Russia	Rs. 5200/MT	SSR-Difference between US \$ 12.66 per kg. and landed price of imports.
36.	Nylon Tyre Cord Fabric	Indonesia, Korea RP, Thailand and Taiwan	Rs. 1.77 to Rs. 28.91/kg.	Duty withdrawn after MTR.
37.	Sodium Cyanide	USA, Korea RP EU** and EU (Czech. Rep.**)	Difference between Rs. 68025 and landed price of imports/MT	SSR-Continuation of duty on USA and Korea RP @ US \$ 29.62 to 268.27 per MT Withdrawal of duty recommended on imports from EU and Czech Rep.
38.	Thermal Sensitive Paper (TSP)	EU, Japan	Rs. 1.61- Rs. 1.84/Sq.m.	MTR-Difference between US \$ 2947.92/MT and landed value of imports Duty expired on 11-10-2004.
39.	Polystyrene	China PR, Hong Kong, Singapore and Thailand	Rs. 494- Rs. 9236/MT.	Duty withdrawn after SSR.
40.	Acrylic Fibre	Turkey, EU(Hungary*) and EU*	Rs.9.6- Rs. 16.41/kg.	Duty expired wef 15-11-2004.
41.	Barium Carbonate	China PR	Difference between US \$ 423.03 and landed price of imports/MT	Duty expired wef 15-11-2004.

1	2	3	4	5
42.	Acrylonitrile Butadiene Rubber (NBR)	Taiwan	Rs. 6288/MT	
43.	Purified Terephthalic Acid (PTA)	EU (Spain), Japan*, Malaysia* and Taiwan*	Rs. 521/MT	Anti-dumping duty expired on 30-5-2005.
44.	Seamless Tube	EU(Romania, Austria, Czech. Rep.), Russia, Ukraine*	Difference between Rs. 36859 to Rs. 39141 and landed price of imports/MT	Anti-dumping duty expired on 29-12-2004.
45.	Optical Fibre	Korea RP	US \$ 2.32/Km.- US \$ 8.96/Km.	Anti-dumping duty expired on 29-12-2004.
46.	Soda Ash	China PR	Difference between US \$ 193.1 to 197.1 and landed price on imports/MT	Duty expired on 13-1-2005.
47.	Acrylic Fibre	Taiwan	US \$ 0.140- US \$ 0.240/kg.	Duty expired on 12-1-2005.
48.	Metronidazole	China PR	Difference between US \$ 12.27 and landed price of imports/kg	
49.	Oxo Alcohols	Korea RP*, Saudi Arabia, Indonesia*, Russia, Iran, USA, EU and EU(Poland)	US \$ 44 to US \$ 252 per MT.	MTR-In the range of difference between US \$ 622.04-826.47/MT and landed value. Korea RP and Indonesia exempted.
50.	Vitamin-C	Russia and EU	Difference between US \$ 11.29 to 12.67 and landed price on imports/kg.	Duty expired on 16-3-2005.
51.	Ethylene Propylene Diene Monomer (EPDM)	Korea RP	Difference between US \$ 2433 to US \$ 2461 and landed price of imports/MT	MTR-Duty continued-2418/MT.
52.	B and W Photographic Paper	EU (U.K., France and Hungary)	Difference between US \$ 2.87 to US \$ 3.09 and landed price of imports/sq.m.	MTR-Amendment issued recommending withdrawal of the duty on the basis of Delhi High Court Order.

1	2	3	4	5
53.	Aniline	Japan, USA	US \$ 0.064-0.20/kg.	
54.	Sodium Nitrite	China PR	Difference between US \$ 524.63/MT and landed value of imports/MT	SSR-Difference between US \$ 481/MT and landed value of imports.
55.	Pthalic Anhydride	Indonesia	US \$ 44.27/MT	Duty expired on 23-5-2005.
56.	Seamless Grade Alloys etc.	Ukraine*, Russia and China PR	US \$ 14.9- US \$ 133/MT	Duty withdrawn after MTR.
57.	Hydroxyl Amine Sulphate (HAS)	USA, Japan, EU	Difference between US \$ 1733.56 to US \$ 1794.13 and landed price of imports/MT	Duty withdrawn after MTR.
58.	Polyester Film	Korea RP and Indonesia	Amended vide 14-12-2001 US \$ 0.356- US \$ 0.982/kg.	Duty expired on 15-11-2005.
59.	Caustic Soda	Iran, S. Arabia, USA, EU(France) and Japan	Difference between US \$ 266.9 to US \$ 319.4 and landed value of imports/MT	
60.	Aniline	EU	US \$ 0.342/kg	
61.	Ferro Silicon	Russia, China PR and Iran*	Difference between US \$ 764/MT and landed value of imports/MT	
62.	Sodium Ferrocyanide	EU	Difference between US \$ 1535 and landed price of imports/MT	
63.	Theophylline and Caffeine	EU	Difference between US \$ 10686 to US \$ 11486 and landed price of imports/MT	
64.	Strontium Carbonate	China PR	US \$ 213.37/MT	Duty withdrawn after MTR.
65.	Potassium Permanganate	China PR, Hong Kong** and Taiwan**	US \$ 64-440/MT	MTR-US \$ 285 to 352/MT- China PR. No duty on Hong Kong and Taiwan.

1	2	3	4	5
66.	Sodium Hydrosulphite	China PR	US \$ 216.33-294.17/MT	
67.	Partially Oriented Yarn (POY)	Indonesia, Taiwan, Thailand and Malaysia	US \$ 0.037- US \$ 0.593/kg.	
68.	Dry Batteries	China PR	Difference between US \$ 74.75/1000 pieces and landed value of imports/1000 pieces	
69.	Sports Shoes	China PR	Difference between US \$ 5.044 to US \$ 12.9 and landed price of imports/pair	
70.	White Cement	Iran and UAE	US \$ 32-38/MT	
71.	Choline Chloride	China PR and EU	US \$ 171.50-489.33/MT US \$ 85.75-US \$ 489.33/MT	
72.	Zinc Oxide	China PR	US \$ 289.9/MT (99.5% purity)	
73.	HSR	EU(Poland) and EU	US \$ 248.14 to 430.08 per MT	
74.	Analgin	China PR and Taiwan**	US \$ 2.592-2.860/kg.	MTR-withdrawn duty on Chinese Taipei.
75.	Lead Acid Batteries	China PR, Korea RP, Japan and Bangladesh	Difference between US \$ 1.904-3.930 per kg.	NSR-Nil duty on M/s. CSB Battery, China PR. NSR-Nil duty on M/s. Yuasa Battery, China PR. Duty withdrawn after MTR.
76.	Paracetamol	China PR and Chinese Taipei**	Difference between US \$ 3.33/kg. and the landed value of imports.	MTR-Withdrawn duty on Chinese Taipei.
77.	Phosphoric Acid	China PR	US \$ 121/MT	
78.	2-Methyl (5) Nitro Imidazole (2-MNI)	China PR	Difference between US \$ 4.32 per kg. and landed value	

1	2	3	4	5
79. Hexamine	S. Arabia and Russia	Russia US \$ 3.77/MT S. Arabia US \$ 78.6-130.98/MT CEGAT Orders S. Arabia US \$ 130.98/MT Russia US \$ 204.08/MT		
80. Ferro Silicon	Ukraine	Difference between US \$ 740/MT and the landed value of imports		
81. Zinc Oxide	Nepal	Difference between US \$ 1772.11-US \$ 1413.60/MT and landed value of imports.		
82. Vitamin AD <sub>3</sub>	EU and Singapore	Difference between US \$ 41.13/kg. and landed value of imports/kg.		MTR-Anti-dumping duty with- drawn.
83. Biaxally Oriented Poly Propylene film (BOPP film)	Taiwan, Hong Kong, Indonesia, Oman, Singapore, Thailand and UAE*	US\$ 0.47-0.79/kg.		
84. Polyester Staple Fibre (PSF)	Korea RP, Malaysia, Taiwan and Thailand	Difference between the range of US \$ 1.093 to 1.96 per kg. and the landed value.		Due to CESTAT order, the notification imposing anti- dumping duty has been rescinded by Customs vide notification dated 13-10-2004. Nil duty.
85. Vitamin AB <sub>2</sub> D <sub>3</sub> K	EU, USA*, Thailand and Singapore	Difference between US \$ 11.56-US \$ 27.74 and landed value of imports/kg.		Duty withdrawn after MTR.
86. Acrylic Yarn	Nepal	M/s. Reliance Spinning Mills-US \$ 0.14 per kg. other exporters-US \$ 0.35 per kg.		

1	2	3	4	5
87. Trimethoprim	China PR		Difference between US \$ 19.71/kg. and landed value of imports	
88. Thermal Sensitive Paper (TSP)	China PR		US \$ 0.967 per kg.	
89. Vitrified/Porcelain Tiles	China PR and UAE		US \$ 0.74 to US \$ 8.28 per Sq. Mt.	
90. Compact Fluorescent Lamps (CFL)	China PR, Hong Kong		Difference between US \$ 1.256 per unit and landed value (without choke). Difference between US \$ 1.845-3.125 per unit and landed value (with choke).	
91. Partially Oriented Yarn (POY)	Korea RP and Turkey		US \$ 0.360- US \$ 0.605/kg.	
92. Cold Rolled Flat Products of Stainless Steel	EU**, Canada**, Japan, and USA		Difference between US \$ 1470-2431/MT and landed value	MTR-US \$ 305 to 445.69 per MT Withdrawn against EU and Canada.
93. Acrylic Fibre (Below 1.5 denier)	EU(Italy)		US \$ 0.32-0.41/kg.	Duty withdrawn after MTR.
94. Acrylic Fibre	EU(Germany, U.K.), Brazil and Bulgaria		US \$ 0.14 to US \$ 1.03 per kg.	Duty withdrawn after MTR.
95. Diclofenac Sodium	China PR		US \$ 3.06/kg.	
96. Poly Iso-Butylene	EU*, Thailand*, Brazil, Japan, Korea RP and Singapore		Difference between US \$ 1037.77 and landed value	
97. Flexible Slabstock Polyol-I (Molecular weight 3000-4000)	USA, Japan, Singapore and EU		Difference between US \$ 1512.81- US \$ 1597.49/MT and landed value	

1	2	3	4	5
98.	(-) Para Hydroxy Phenyl Glycine Base (PHPG)	China PR and Singapore	Difference between US \$ 20.88 to US \$ 22.42 per kg. and landed value	
99.	Caustic Soda	Qatar	Difference between US \$ 267.82-US \$ 271.10/MT and landed value	
100.	Vitamin AD <sub>3</sub>	China PR	Difference between US \$ 40.03/kg. and landed value	
101.	Sodium Nitrite	EU and Taiwan**	US \$ 51.83 to US \$ 107.85 Revised-US \$ 51.83	MTR-Duty withdrawn on Chinese Taipei.
102.	Lead Acid Batteries	Taiwan, Singapore and Hong Kong	Difference between US \$ 2.03 to US \$ 3.69 per kg. and landed value of imports	Duty withdrawn after MTR.
103.	Pentaerythritol	Canada, Taiwan and Japan	US \$ 122.40- US \$ 257.60/MT	
104.	Hydrofluoric Acid	China PR	Difference between the range of US \$ 398.8-US \$ 871.8 for loose, US \$ 398.8-US \$ 871.8+74.22 for packed and landed value/MT	
105.	Vitamin-A Palmitate	EU, Georgia and Singapore*	Difference between US \$ 113.95 per kg. and landed value of import	Duty withdrawn after MTR.
106.	Graphite Electrodes-UHP Grade-II	EU(Poland) and Brazil	Difference between US \$ 2903.71/MT and landed value of import.	

1	2	3	4	5
107.	Acyclic Alcohols (Oxo Alcohols)	Brazil, Malaysia, EU (Romania), Singapore and S. Africa	Ranges between US \$ 44.64-260.52 per MT depending on type and country	
108.	Phenol	EU, Singapore, S. Africa	Difference between US \$ 710.84-778.59 per MT and the landed value of imports	
109.	Sodium TriPoly Phosphate (STPP)	China PR and Taiwan*	Difference between US \$ 661.84 per MT and the landed value of import	
110.	(-) Para Hydroxy Phenyl Glycine Base (PHPG)	EU	Spain-Nil Difference between US \$ 21.60 per MT and the landed value of imports on other EU member countries	Duty withdrawn after MTR.
111.	Ferro Silicon	S. Africa and Macedonia	Difference between US \$ 728.44 per MT and the landed value of imports	
112.	Citric Acid	Indonesia and Thailand	US \$ 374.36-456.67 per MT	
113.	Caustic Soda	Korea RP and China PR	Difference between US \$ 295.27 per MT (on all type and country) and landed value of import	
114.	(-) Para Hydroxy Phenyl Glycine Methyl Potassium Dane Salt (PHPG-DS)	China PR and Singapore	Difference between US \$ 13.51-US \$ 16.16 and landed value of imports/kg.	
115.	Float Glass	China PR and Indonesia	US \$ 71.16- US \$ 81.21/MT	

1	2	3	4	5
116.	Mulberry Raw Silk	China PR	Difference between US \$ 27.97 per kg. and the landed value of import	
117.	Vitamin-C	USA and Canada	Difference between US \$ 10.11 and landed value of imports per kg.	Duty withdrawn after MTR.
118.	Methylene Chloride	EU, S. Africa and Singapore	US \$ 36.3-140.18/MT (Bulk) US \$ 36.3-140.18/MT (Packed)	Duty withdrawn after MTR.
119.	Forged Rolls	Ukraine, Russia and Korea RP	Difference between US \$ 2762.79-US \$ 2851.91 and landed value of imports/MT	
120.	Para Cresol	China PR	Difference between US \$ 2220.95 and landed value of imports/MT	
121.	Vitamin-E	China PR	Difference between US \$ 11.32-US \$ 22.64 and landed value of imports/kg.	
122.	Plastic Ophthalmic Lenses	Taiwan* and China PR	7.18% Ad valorem	
123.	Non Brass Metal Flash Lights	China PR	Difference between US \$ 672.29-US \$ 1608.08 and landed value of imports per 1000 pieces	
124.	Hexamine	Iran	US \$ 107.28 per MT	
125.	Caustic Soda	Indonesia, Taiwan and EU (except France)	Difference between US \$ 258.46-US \$ 271.46 and landed value of imports/MT	

1	2	3	4	5
126. Measuring Tapes	China PR		Difference between US \$ 4.106 for steel tapes and US \$ 4.691 for Fibre glass tapes and landed value of imports/MT	
127. Sodium Hydrosulphite	EU(Germany) and Korea RP		Difference between US \$ 1034.76 and landed value of imports/MT	
128. Borax Decahydrate	China PR, Turkey		Difference between US \$ 410.86 to US \$ 484.1 and landed value of imports/MT	
129. Potassium Carbonate	EU, China PR, Korea RP and Taiwan		US \$ 9.45 per MT to US \$ 123.86	
130. Green Veneer Tape	Taiwan		Difference between US \$ 0.13334 per square mtr. And landed value of imports/MT	
131. Titanium Dioxide	China PR		Difference between US \$ 1227 and landed value of imports/MT	
132. Methylene Chloride	Korea RP		US \$ 34.43-42.42 per MT	
133. Sun/Dust Control (Polyester Film)	Taiwan and UAE		Difference between US \$ 7.99-8.17 and landed value of imports per kg.	
134. Flexible Slabstock Polyo (of molecular weight 3000-4000)	China PR, Korea RP, Taiwan and Brazil		Difference between US \$ 1472.77 and landed value of import per MT	
135. Acrylic Fibre	Belarus		Difference between US \$ 1681.35 and landed value of import per MT	

1	2	3	4	5
136.	Chloroquine Phosphate	China PR		Difference between US \$ 15.04 and landed value of imports per kg.
137.	Thermal Sensitive Paper (TSP)	Indonesia, Malaysia and UAE		Difference between US \$ 1730.15-2626.82 and landed value of import per MT
138.	Propylene Glycol	USA, Singapore, Korea RP and EU		Difference between US \$ 991.32-1221.38 and landed value of import per MT
139.	PVC Paste Resin	EU, Saudi Arabia*, Korea RP*		Difference between US \$ 950.94 and landed value of imports per MT
140.	Melamine	China PR		Difference between US \$ 1284.38-1456.78 and landed value of imports per MT
141.	6-Hexanelactum (Caprolactam)	EU, Japan, Nigeria and Thailand		Difference between US \$ 1394.05-1441.86 and landed value of imports per MT
142.	Nylon Tyre Cord Fabric	China PR		US \$ 54 to 0.81/kg.
143.	Mica Pearl Pigment	China PR*, Japan*, USA and EU		1.25 US \$ per kg. for EU and 2.27 US \$ per kg. for USA
144.	Narrow Woven Fabric	China PR and Chinese Taipei		Difference between US \$ 7.61-8.02 and the landed value of imports per kg.
145.	Certain Rubber Chemicals	China PR		In the range of US \$ 0.402-0.464 per kg.

1	2	3	4	5
146.	Polytetrafluoroethylene (PTFE)	China PR	Difference between US \$ 7.78-8.50 and the landed value of import/kg.	
147.	Certain Rubber Chemicals	EU, China PR, Chinese Taipei and USA	US \$ 270 to 840 per MT	
148.	Acrylonitrile Butadiene Rubber (NBR)	EU (excluding Germany), Brazil and Mexico	US 4 223.19 to 306.55 per MT	

**Provisional duty imposed subject to confirmation in final findings**

Sl. No.	Product	Date of Initiation	Country (ies) involved	Range of provisional duty
1.	Sodium Formaldehyde Sulphoxylate (SFS)	28-1-2005	China PR	US \$ 469.17 to 655.13 per MT
2.	Pentaerythritol	4-2-2005	China PR and EU (Sweden)	Difference between US \$ 1419.45 and the landed value of import per MT.

\* Anti-Dumping Duty not recommended.

\*\* Anti-dumping duty withdrawn after review.

MTR Mid Term Review

SSR Sunset Review

NSR New Shipper Review

**Manpower in Shipping Industry**

3993. SHRI MADHU GOUD YASKHI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Indian officers working on ships are leaving the Indian ships and joining Norwegian ships since they are giving attractive salary packages;

(b) if so, the details of shortage of manpower in the shipping industry;

(c) whether the Government had some time back, proposed to set up a university with the help of industry to train manpower looking at the growing demand in this sector;

(d) if so, the details thereof; and

(e) the efforts made by the Government in this regard so far?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) The strength of Indian seafarers in the Norwegian controlled fleet has increased from 3500 in the year 1995 to 4200 in the year 2004. As per Baltic and International Maritime Council (BIMCO), there is worldwide shortage of 46,000 seafarers. In the Indian context, the shortage at officers level is estimated to be 500.

(c) to (e) The proposal is under active consideration.

**Training Courses for Women**

3994. SHRI E.G. SUGAVANAM: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has organised any training course in Fruits and Vegetables Preservation and Nutrition for women;

(b) if so, the total number of programmes organized during each of the last three years, State-wise;

(c) whether the Government proposes to extend the training courses in all the States of the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) Yes, Sir. The 43 field units of Food and Nutrition Board of the Department of Women and Child Development located in 29 States/UTs organize such training courses for women on a regular basis.

(b) A total of 2041 courses have been organized in the last three years i.e. 2003-04, 2004-05 and 2005-06 (upto November 2005). State-wise details are given in the enclosed statement.

(c) There is no such proposal at present.

(d) Question does not arise.

**Statement**

*State-wise Number of Training Courses Organised in Home Scale Preservation of Fruits and Vegetables and Nutrition during 2003-04, 2004-05, 2005-06 (upto November, 05)*

Sl. No.	States/UTs	2003-04	2004-05	2005-06 (upto November, 05)
1	2	3	4	5
<b>Northern Region</b>				
1.	Delhi	64	58	43
2.	Haryana	22	21	23
3.	Punjab	31	24	10
4.	Chandigarh	25	24	14
5.	Himachal Pradesh	26	28	8
6.	Jammu and Kashmir	10	9	5
7.	Rajasthan	33	23	16
8.	Uttar Pradesh	8	10	5
<b>Southern Region</b>				
9.	Tamil Nadu	51	55	32
10.	Karnataka	32	36	22

1	2	3	4	5
11.	Kerala	51	53	28
12.	Pondicherry	10	8	8
13.	Andhra Pradesh	58	55	38
	<b>Western Region</b>			
14.	Maharashtra	60	56	39
15.	Madhya Pradesh	28	27	20
16.	Gujarat	22	23	14
17.	Chhattisgarh	20	51	17
18.	Dadra and Nagar Haveli	8	10	6
19.	Goa	24	24	15
	<b>Eastern Region</b>			
20.	West Bengal	24	25	17
21.	Orissa	26	24	15
22.	Bihar	18	20	15
23.	Jharkhand	25	23	13
24.	Andaman and Nicobar Islands	7	8	5
25.	Assam	16	14	9
26.	Arunachal Pradesh	18	15	5
27.	Manipur	24	25	15
28.	Meghalaya	23	26	15
29.	Sikkim	14	10	6
	<b>All India</b>	<b>778</b>	<b>785</b>	<b>478</b>

**Enhancement in Allocation of Funds for  
Construction of Houses**

3995. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Union Government has received some representations requesting enhancement in allocation of funds for the construction of houses for socially and economically weaker sections of Gujarat due to low rainfall and famine in some areas of the State;

(b) if so, the details thereof; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) No representations requesting enhancement in allocation of funds for the construction of houses under Valmiki Ambedkar Aawas Yojana (VAMBAY) for economically weaker sections of Gujarat due to low rainfall and famine in some areas of the State has been received.

(b) and (c) Question does not arise.

#### **Secret Killing by Security Forces**

3996. SHRI M.K. SUBBA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has set up any Commission of Inquiry headed by former Supreme Court Judge K.N. Saikia to go into the allegations of secret killings by security forces including Assam Rifles in Assam and other North Eastern States, from January 1998 onwards;

(b) if so, the terms of reference of the Commission of inquiry;

(c) whether the Commission has submitted its report to the Government; and

(d) if not, the time by which the report is likely to be submitted?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (d) The Government of Assam has appointed a Commission of Inquiry under the provisions of Commission of Inquiry Act, 1952 vide notification dated 22-8-2005 headed by former Supreme Court Judge Shri K.N. Saikia. The Commission shall enquire into killings, of eleven specified persons, which occurred during the period between August 1998 to September 1999. The terms of reference of the Commission of Inquiry are as follows:—

(i) Circumstances in each case leading to the killing;

(ii) Identity of the killers and accomplices, if any;

(iii) To find out whether there was any conspiracy in targeting the victims and the motive behind such killings;

(iv) Pinpoint responsibility on persons who were involved directly or indirectly in the commission of such killings;

(v) To make recommendations to prevent recurrence of such killings; and

(vi) Any other matter related to or relevant to the purpose of this inquiry.

2. The terms of Commission have been enlarged by the State Government vide Notification dated 3-9-2005 as under:—

(i) The Commission shall enquire into any other incidents of killings under similar circumstances, which occurred during the period from January 1998 to 2001.

(ii) The Commission shall also enquire into the alleged attempted murder of Shri Ananta Kalita of Hajo.

3. The Commission is expected to submit its report with in a period of 6 months.

#### **Road Projects in Karnataka**

3997. SHRI IQBAL AHMED SARADGI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has approved Rs. 3000 crores for road projects in Karnataka;

(b) if so, the details of the projects approved, with break-up of financial assistance;

(c) whether the Union Government is also examining economic viability of four-laning of Bijapur-Hospet Sector;

(d) if so, the details thereof; and

(e) the time by which the construction work is likely to be started for the roadworks approved?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir. No such amount is approved by the Ministry. However provision of Rs. 100.70 crore have been made for the State of Karnataka under Annual Plan 2005-06. Various projects amounting to Rs. 2790.51 crore stand awarded under different phases of National Highways Development Project (NHDP) by National Highways Authority of India (NHAI).

(b) Details of the works sanctioned under Annual Plan 2005-06 is given in the enclosed statement-I and details of projects under taken by NHAI in Karnataka is given in the enclosed statement-II.

(c) to (e) Yes, Sir. Consultants are being appointed to carry out feasibility study to examine the possibility of 4-laning of Bijapur-Hospet Section of NH-13 on Build, Operate and Transfer (BOT) basis. It is too early to indicate the time of start of work.

**Statement-I**

*List of Works Sanctioned during the year 2005-06 in Karnataka State as on 16-12-2005*

Sl. No.	NH No.	Name of work	Sanctioned amount (Rs. in lakh)
1	2	3	4
1.	218	Rec. of MB at km. 182.244	89.43
2.	013	Paved shoulders from km. 199 to 218	379.21
3.	009	IRQP and Paved shoulders from km. 368 to 378	311.46
4.	013	IRQP from km. 422 to 430	187.66
5.	017	Paved shoulders and Footpath from km. 139.60 to 141.00	48.80
6.	013	IRQP from km. 186 to 199	276.00
7.	209	Rec. of culverts at km. 374/1	10.50
8.	009	Paved shoulders from km. 388 to 406	376.63
9.	013	IRQP from km. 286 to 290	85.36
10.	013	Widening of MB and approaches at km. 170.050	42.33
11.	013	IRQP from km. 103 to 112	173.81
12.	218	IRQP from km. 153 to 155	36.68
13.	013	IRQP from km. 112 to 121	187.51
14.	048	Road safety works from km. 120 to 190 on the event of Mahamasthakabhisheka Feb. 2006	492.39

1	2	3	4
15.	209	Road safety works from km. 380 to 467 on the event of Mahamasthakabhisheka Feb. 2006	265.13
16.	206	Road safety works from km. 0.00 to 91.00 on the event of Mahamasthakabhisheka Feb. 2006	179.63
17.	212	Road safety works from km. 201 to 215 on the event of Mahamasthakabhisheka Feb. 2006	199.06
18.	206	Road safety works from km. 91 to 140 on the event of Mahamasthakabhisheka Feb. 2006	346.44
19.	048	Road safety works from km. 28.30 to 120.00 on the event of Mahamasthakabhisheka Feb. 2006	432.89
20.	212	IRQP from km. 187.00 to 201.00	124.90
21.	063	Consultancy services for const. of bypass to Hubli City on NH-63 and further connecting to NH-218	17.99
22.	218	Widening to two lane with strengthening from km. 5.00 to 10.00	190.70
23.	067	IRQP from km. 504.00 to 520.04	115.49
24.	013	IRQP from km. 551.50 to 558.00	109.09
25.	212	Widening to two lane from km. 117.60 to 126.00	262.04
26.	206	IRQP from km. 169.30 to 176.30	198.77
27.	209	Widening to two lane from km. 423.40 to 428.50	140.63
<b>Total</b>			<b>5280.53</b>

**Statement-II***Details of projects awarded by NHAI in the State of Karnataka*

Sl. No.	Stretch	NH No.	Length	Amount
1	2	3	4	5
1.	Maharstra Border—Belgaum	4	77	332.00
2.	Belgaum Bypass	4	18.00	115.90
3.	Belgaum—Dharwad	4	62.00	279.00

1	2	3	4	5
4.	Hubli—Haveri	4	64.50	260.93
5.	Haveri—Harihar	4	56.00	241.00
6.	Harihar—Chitradurga	4	77.00	318.00
7.	Chitradurga Bypass	4	18.00	104.00
8.	Chitradurga—Sira	4	66.70	304.00
9.	Sira Bypass	4	5.80	19.32
10.	Sira—Tumkur	4	41.40	184.00
11.	Tumkur Bypass	4	13.00	83.00
12.	Tumkur—Neelmangala	4	32.60	155.00
13.	Avathi village to nandi Hill cross	7	7	25.80
14.	Nandi Hill Cross to Devanhalli	7	25.00	172.06
15.	Port Connectivity, NH-17 (Suratkal—Nantoor section), NH-48 (Podil Road Connectivity to Major Ports Phase-I and bypass from Nantoor Junction (NH-17) to Podil Junction (NH-48))	17 and 48	37.00	196.50
<b>Total</b>			<b>601.00</b>	<b>2790.51</b>

[Translation]

### Export Promotion Schemes

3998. SHRI KAILASH MEGHWAL: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the names of agencies through which Export Promotion and Market Development Programmes are being run;

(b) the norms adopted for providing loans grants and other financial assistance under these programmes; and

(c) the names of agencies through which these programmes are being run alongwith assistance provided

under these programmes in Rajasthan during the last three years, year-wise, programme-wise and agency-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) Export Promotion Schemes and Market Development Programmes are being run through the Department of Commerce, Directorate General of Foreign Trade and the Commodity Boards.

(b) Under these programmes duty free imports for export production and financial assistance for market and/or product development is provided on cost sharing basis to eligible agencies and persons. However, under the Assistance to States for Development of Export

Infrastructure and Allied Activities (ASIDE) Scheme, grants are provided to states on the basis of the state-wise merchandise exports.

(c) Grants and financial assistance under these schemes are not State specific except under the ASIDE Scheme. Rajasthan State Industrial Development Corporation (RIICO) is the nodal agency for ASIDE Scheme in Rajasthan. The details of the grants provided in Rajasthan under ASIDE Scheme during the last three years are as under:—

(Rs. in lakhs)		
2002-03	2003-04	2004-05
1200	1300	1320

[English]

#### Import of CRGO

3999. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether some companies are importing Cold Rold Grail Oriented (CRGO) seconds under OGL and using it in manufacture of transformers;

(b) whether the Government has conducted any raids on such companies;

(c) if so, the outcome thereof; and

(d) the steps taken by the Government to ban the import of such CRGO seconds?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (d) The information is being collected and will be laid on the Table of the House.

[Translation]

#### Reconstitution of CEAB

4000. SHRI RAGHUVVEER SINGH KOSHAL:  
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government after reconstitution of Central Education Advisory Board constituted seven Committees including a committee headed by historian Zoya Hasan;

(b) if so, the details of subject allotted to study to each committee and progress made in this regard;

(c) whether the Board and its committees have submitted their recommendation to the Government in current session;

(d) if so, the details thereof;

(e) whether the Government has initiated action in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (f) Yes, Sir. Reconstituted Central Advisory Board of Education (CABE) in its first meeting held on 10-11 August, 2004 decided to set up seven Committees of CABE, including the one jointly headed by Prof. Zoya Hassan and Prof. Gopal Guru, to examine in detail some critical issues needing detailed deliberations. The subjects of these seven Committees were as hereunder:—

(i) Free and Compulsory Education Bill and other issues related to Elementary Education, under the Chairmanship of Shri Kapil Sibal, MOS Science and Technology;

(ii) Girls Education and the Common School System under the Chairmanship of Shri Tarun Gogoi, CM, Assam;

(iii) Universalisation of Secondary Education, under the Chairmanship of Sh. Ghanshyam Tiwari, Education Minister, Rajasthan;

(iv) Financing of Higher and Technical Education, under the Chairmanship of Prof. Bhalchandra Mungeker, Member Planning Commission;

(v) Autonomy of Higher Education Institutions, under the Chairmanship of Sh. Kanti Biswas, Education Minister, West Bengal;

- (vi) Integration of Culture Education in the School Curriculum, under the Chairmanship of Prof. U.R. Ananthamurthy; and
- (vii) Regulatory Mechanism for the Text Books and parallel text books taught in schools outside the Government system, under the Chairmanship of Prof. Zoya Hassan and Prof. Gopal Guru.

In its meeting held on 14th and 15th July, 2005, C.A.B.E. discussed the reports of these seven C.A.B.E. Committees. The recommendations of the Committees are under consideration of the Government.

[English]

#### **Composition of C.A.B.E.**

4001. SHRI JOACHIM BAXLA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) the brief credentials of the members nominated to Central Advisory Board of Education (C.A.B.E.) constituted in July, 2004;
- (b) the criteria considered for deciding their nomination;
- (c) whether some members of the C.A.B.E. are of foreign origin and not natural citizens of the country;
- (d) if so, the details thereof including the year they obtained Indian Citizenship;
- (e) the rules of C.A.B.E. governing appointment of the nominated members;
- (f) the time when the last C.A.B.E. was constituted; and
- (g) the details of the nominated members therein?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (g) The brief credentials of the Nominated Members of the present Central Advisory Board of Education (C.A.B.E.) is given in the enclosed statement-I. There are no laid down rules governing the nomination of the Members of the C.A.B.E. The Members have been drawn from different fields to represent various interests.

Prof. Jean Dreze, Professor in the Delhi School of Economics was nominated as a Member of the C.A.B.E. He is of foreign origin but was a citizen of India when he was nominated. He had, however, declined the membership of C.A.B.E. and also did not attend the meeting held on 10-11 August, 2004.

The C.A.B.E. was last reconstituted on 19-10-1990. The particulars of the Nominated Members of the last C.A.B.E. is given in the enclosed statement-II.

#### **Statement-I**

*Brief credentials of the Members nominated to the C.A.B.E. constituted in July, 2004*

1. Shri Javed Akhtar,  
Writer, Lyricist and Social Activist
2. Shri U.R. Ananthamurthy,  
Former President of Sahitya Academy. Gyan Peeth Awardee
3. Prof. Andre Beteille,  
Sociologist, Fello of the Royal Society
4. Ms. Ela Bhatt,  
General Secretary, SEWA (NGO). Magsaysay Awardee
5. Shri Praful Bidwai,  
Journalist, Environmentalist and Peace Activist
6. Shri Charles Correa,  
Architect and Urban Planner. Has taught in many foreign and Indian Universities
7. Ms. Nirmala Deshpande,  
Gandhian, Active in the field of rural development, tribal and Scheduled Caste development work on Gandhian lines for past many years
8. Prof. G.P. Deshpande,  
Former Professor of JNU, Playwright and Sinologist
9. Ms. Mahashweta Devi,  
Writer and Novelist and Magsaysay Awardee

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|--|--|
| <p>10. Prof. Jean Dreze,<br/>Delhi School of Economics</p> <p>11. Shri S.V. Giri,<br/>Former Education Secretary and VC, Satya Sai<br/>Institute of Higher Learning, Andhra Pradesh</p> <p>12. Prof. J.S. Grewal,<br/>Former VC, Punjabi University<br/>Former Director, IAS, Shimla</p> <p>13. Prof. Gopal Guru,<br/>Jawaharlal Nehru University. A Social Scientist</p> <p>14. Prof. Zoya Hassan,<br/>Jawaharlal Nehru University,<br/>Professor of Political Science and Director of<br/>the Centre for Women Studies</p> <p>15. Prof. P.V. Indiresan,<br/>Es-Director, IIT Chennai</p> <p>16. Shri J.J. Irani,<br/>Industrialist, Tata Sons</p> <p>17. Shri Kiran Kamik,<br/>Chairman, National Association of Software and<br/>Service Companies</p> <p>18. Ms. Kiran Shaw Mazumdar,<br/>Chairperson, BIOCON India Ltd. Entrepreneur<br/>in Biotechnological Industries</p> <p>19. Prof. Mrinal Miri,<br/>Vice-Chancellor, NEHU. Professor of Philosophy</p> <p>20. Ms. Shubha Mudgal,<br/>Classical Vocalist</p> <p>21. Dr. Jayant Narlikar,<br/>Astro Physicist</p> <p>22. Shri Sandeep Pandey,<br/>Social Activist, Magsaysay Awardee</p> <p>23. Shri Azim Premji,<br/>Chairman, Wipro</p> <p>24. Dr. Vinod Raina,<br/>Educationist and Activist</p> | <p>25. Shri Anil Sadgopal,<br/>Educationist and Activist</p> <p>26. Ms. Teesta Seetalvad,<br/>Co-Editor. Communalism Combat, Activist</p> <p>27. Shri Kiran Seth,<br/>Associate Professor, IIT, Delhi and Chairman<br/>SPICMACAY</p> <p>28. Dr. (Ms.) Kumud Sharma,<br/>Former Director, Centre for Women Development<br/>Studies—Academic</p> <p>29. Prof. P.B. Sharma,<br/>Principal, Delhi College of Engineering</p> <p>30. Ms. Shantha Sinha,<br/>Educationist, Magsaysay Awardee</p> <p>31. Ms. Krishna Sobti,<br/>Novelist</p> <p>32. Shri Habib Tanvir,<br/>Playwright, Theatre Activist</p> |
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**Statement-II**

*Details of Nominated Members of the last  
CABE constituted on 19-10-1990*

- |   |
|---|
| <p>1. Dr. M.S. Adiseshiah,<br/>Chairman, Madras Institute of Development<br/>Studies, 79-II, Main Road, Gandhi Nagar,<br/>Adiyar, Madras-600 020.</p> <p>2. Dr. Anandalakshmi,<br/>Lady Irwin College, New Delhi.</p> <p>3. Shri Prem Bhai,<br/>Banvasi Seva Ashram, Govindpur, Via Turra,<br/>District Mirzapur, (Uttar Pradesh) Pin-231 221.</p> <p>4. Shri Nikhil Chakraborty,<br/>Editor, Main Stream, F-24, Bhagat Singh Market,<br/>New Delhi-110 001.</p> <p>5. Dr. K.L. Chopra,<br/>Director, Indian Institute of Technology,<br/>Kharagpur (W.B.).</p> |
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6. Dr. Jyoti Bhai Desai,  
Gandhi Vidyapith, Vedachhi, District Surat,  
Gujarat-394 641.
7. Dr. A. Gnanam,  
Director, Centre for Molecular Biology, Madurai  
Kamraj University, Palkalai Nagar, Madurai-  
625 021.
8. Dr. Syed Hasan,  
Director, Insan School, Shiksha Nagar, P.O.  
Kishanganj, District Purnea (Bihar). Pin-855 107.
9. Dr. Radhika Herzburgur,  
Director, Rishi Valley Education Centre,  
Krishnamurti Foundation India Rishi Valley-  
517 352, Distt. Chittoor (Andhra Pradesh).
10. Prof. Izhar Hussain,  
Aligarh Muslim University, Aligarh-202 001.
11. Dr. V. Kabra,  
Director, Indian Institute of Rural Workers,  
Aurangabad, Maharashtra.
12. Prof. D.S. Kothari,  
A-3, Professors' Quarters, Chhatra Marg,  
Delhi-110 007.
13. Shri Komal Kothari,  
2-B, Paoda Road, Jodhpur (Rajasthan).
14. Smt. Jagannathan Krishnammal,  
Sarvodaya Worker, Secretary, Land for Tiller's  
Freedom (LAFTI), Kilvelur-611 104, Thanjore  
Distt. (Tamil Nadu).
15. Prof. Mrinal Miri,  
Department of Philosophy, N.E. Hill University,  
Shillong.
16. Dr. Ram Dayal Munda,  
Ex. Vice Chancellor, Ranchi University, Ranchi.
17. Dr. M.P. Parameswaran,  
Bhartiya Gyan Vigyan Samiti/Kerala Sastra  
Sahitya Parishad, Parishad Bhavan, Anayara,  
Trivandrum-695 029.
18. Shri Hari Vallabha Parik,  
Anand Niketan, Anand Niketan Ashram,  
P.O. Rangpur (Kavant), Distt. Baroda,  
Gujarat-391 140.
19. Acharya Ramamurti,  
Chairman, NPE—Review Committee,  
Khadigramodyog Ashram Jamui, P.O. Jamui,  
Distt. Monghyr, Bihar.
20. Prof. G.S. Randhawa,  
Vice-Chancellor, Guru Nanak Dev University,  
Amritsar.
21. Dr. (Mrs.) Suman Sahai,  
C-702, New Friends Colony, New Delhi-  
110 065.
22. Dr. Kartikeya Sarabhai,  
Centre for Environment Education, Thalej Tehre,  
Ahmedabad-380 054.
23. Dr. Naseem Ahmed Shah,  
Former Principal, Medical College, Leading  
Medical Practitioner, Dal Gate, Srinagar.
24. Dr. (Mrs.) Annapurna Shukla,  
35, Nandnagar, Banaras Hindu University,  
Varanasi-221 005.
25. Shri M.P. Singh,  
125, George Street, Meerut Cantt. (U.P.).
26. Smt. Sarva Sridevi,  
12-10-336/2/3, Sitaphalmandi,  
Secunderabad-61 (AP).
27. Dr. M.S. Swaminathan,  
11, Rathna Nagar, Taynampet, Madras-600 018.
28. Shri Habib Tanvir,  
Director, Naya Theatre, L-15, Ber Sarai,  
New Delhi-110 016.
29. Dr. (Smt.) Jyoti H. Trivedi,  
Raj Mahal, Juhu Koliwada, Bombay-400 049.
30. Shri B.C. Zaveri,  
M.N. Dastoor and Company, 9, Mathew Road,  
Bombay.

31. Dr. D.P. Pattanayak,  
Bogadi Road, Mysore-670 006.
32. Dr. (Smt.) Saraswati Swain,  
Kalyan Nagar, Cuttack, Orissa.

**Deployment of Forces in  
Jammu and Kashmir**

4002. SHRI S.K. KHARVENTHAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the deployment of forces has been withdrawn by BSF and handed over to CRPF in Srinagar;
- (b) if so, the reasons therefor;
- (c) whether the CRPF is continuing its operations along the LoC; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Yes, Sir.

(b) In pursuance of the recommendations of Group of Ministers on reforming National Security System, the Government had decided to replace BSF from Internal Security/Counter. Insurgency duties by CRPF in a phased manner.

- (c) CRPF is not deployed for maintaining LoC.
- (d) Does not arise.

**Extension in Ship Building  
Subsidy Scheme**

4003. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government plans to extend the Ship Building Subsidy Scheme by another five years to 2012; and
- (b) if so, the factors responsible for extension, alongwith the details of the scheme?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a)

Yes, Sir. Government has initiated steps for extension and amendment of the Ship Building Subsidy Scheme. A Committee has been constituted by the Government to formulate a proposal for the same. However, the period of extension has not yet been decided.

(b) Ship Building industry is supported globally by direct and indirect subsidies to ensure its competitiveness. The profit margin in the cyclical shipbuilding industry is also very thin. In addition, the industry offers tremendous employment potential for the country. Therefore, subsidy support is likely to benefit not only the industry but also the entire national economy. Details of the amended scheme are being worked out.

*[Translation]*

**Literature for Providing Information on  
Various Tribes**

4004. SHRI HANSRAJ G. AHIR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has published any Literature/List for providing information on regard to various tribes;

(b) if so, whether it has been made available to any educational institution in the country for public use; and

(c) if not, the time by which such literature is likely to be made available?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) to (c) The list of Scheduled Tribes notified under Article 342 of the Constitution have been published in the Gazette of India by the Ministry of Law and Justice from time to time. The copies of such notifications have been made available to the State Governments/U.T. Administrations for their compliance. The state-wise and community-wise list of STs is available for information of all including educational institutions in the Annual Report of the Ministry of Tribal Affairs for the year 2004-05, copies of which are available in the Parliament Library and also in the website of the Ministry at [www.tribal.nic.in](http://www.tribal.nic.in).

*[English]***Setting up of Private Port Near Paradip**

4005. SHRI JUAL ORAM: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the private port being set up near Paradip Port will have any adverse effect on the existing Paradip Port;

(b) if so, the steps taken to examine the proposal to set up the port in the private sector; and

(c) the reaction of the Government thereon?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) The proposed minor port for POSCO steel plant may lead to severe erosion along the coastline posing a threat to the port facilities at Paradip, Government of India as well as Paradip Port Trust have impressed upon the State Government of Orissa that Paradip Port after deepening of its channels will be in a position to develop its deep draft dock system and the facility can be made available on captive basis to POSCO. The State Government of Orissa has been urged to undertake intensive and detailed study regarding erosion if they decide to develop a minor port for POSCO plant and associate Government of India and Paradip Port with such studies.

*[Transliteration]***Cracks Developed in Mahatma Gandhi Bridge**

4006. SHRI SUSHIL KUMAR MODI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether cracks have developed in Pillar numbers 20-21, 30-31 and 4 and 44 of 5.75 Kilometer long Mahatma Gandhi bridge on Cantilever system on the Ganga river in Hajipur-Patna section of national highway number-19;

(b) if so, whether there is a danger of closing down this bridge;

(c) if so, whether the Union Government is contemplating upon any scheme to repair the entire Gandhi bridge; and

(d) if so, the time by which the said bridge is likely to be strengthened?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The cantilever arms of Pier P-4, P-44, P-21, P-22, P-30 and P-31 of the upstream (western side) carriageway of Mahatma Gandhi Bridge on river Ganga in Hajipur-Patna Section of NH-19 have developed distress. The rehabilitation work of the cantilever arms of Pier P-4, P-44 has been completed and opened to traffic. The rehabilitation work of the remaining cantilever spans of Pier P-21, P-22, P-30 and P-31 has been sanctioned recently and is being taken up shortly.

(b) Mahatma Gandhi Bridge comprises two carriageways, each of which was constructed at different times. Differential settlement at cantilever tips have developed in a few spans of the old carriageway on the upstream side. But the carriageway constructed later is open to traffic for both the directions. However, the bridge is under close watch to keep it open to traffic uninterruptedly for both the directions.

(c) and (d) Repair is a regular process and is undertaken as and when required.

*[English]***Training Methodology in BSF**

4007. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to review the training methodologies of BSF to keep pace with the new challenges; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) and (b) There is institutional mechanism for periodic review of training requirement and methodologies for BSF personnel on the basis of threat perception,

environmental changes, availability of new technology, performance evaluation and futuristic requirements. At the apex level, annual review is carried out during the Annual Training Conference. Changes in training policy are also carried out at different occasions depending upon the necessity and the feedback. The role and task before the Force at present and projections for the future are main considerations during such reviews.

[Translation]

#### **Animal Export to Pakistan**

4008. SHRI RATILAL KALIDAS VERMA:

SHRI HARISHCHANDRA CHAVAN:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Pakistan have requested for import of Cow and Buffalo from India;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) to (c) In May, 2005 Pakistan announced its decision to import twelve items from neighbouring countries to Pakistan on duty-free basis, including by road through Wagah border, which included live buffaloes and cows. Under India's current Foreign Trade Policy, export of Buffaloes and Cows are restricted and export is permitted under Licence. So far no export of cows and buffaloes from India to Pakistan has taken place.

#### **Ph.D and M.Phil Degree by U.G.C.**

4009. PROF. MAHADEORAO SHIWANKAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government proposes to waive the condition of qualifying NET (National Eligibility Test) and SET (State Eligibility Test) in respect of those having Ph.D and M.Phil Degrees as prescribed by the University Grants Commission;

(b) whether M.Phil degree is considered at par with Ph.D degree;

(c) whether the Government has already considered to take action to waive the condition of qualifying NET/SET in respect of M.Phil degree holders;

(d) if so, the time by which it is likely to be translated into action; and

(e) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) No, Sir.

(c) No, Sir.

(d) and (e) Do not arise.

[English]

#### **Opening of IIIT, Allahabad**

4010. SHRIMATI RUPATAI D. PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has announced opening up of extension Campus at Amethi of IIIT, Allahabad Campus;

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

(c) whether the Government is aware that present situation of Amethi campus is pathetic and there is no separate administrative setup and even no permanent faculty is there;

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

(e) whether Government is also aware that 31 seats are still lying vacant in main campus; and

(f) if so, the steps taken by the Government to fill up these vacant posts?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The Government has approved

opening of Extension Campus at Amethi of IIIT Allahabad. Considering the importance of IT Education particularly in educationally backward areas, the Government considered the proposal for having an extension Centre in a place like Amethi, which is located deep in the rural areas of Uttar Pradesh and approved the same.

(c) and (d) Amethi Campus has all the required facilities expected from an IT Institution, viz-Air Conditioned laboratories and classrooms, Library, separate girls and boys hostels, Mess and Canteen facilities, round the clock uninterrupted and stable power supply. To maintain high quality standards of teaching and learning, education is imparted by a group of dedicated and experienced faculty members of IIIT-Allahabad.

(e) There are no vacant seats in the main campus at Allahabad.

(f) Question does not arise.

#### **Fast Track Committee in NER**

4011. DR. ARUN KUMAR SARMA: Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) whether the Government has formed any Fast Track Committee to regulate the funds of Special Cell of North East Studies for promotion of Social Science Research in North Eastern Region (NER);

(b) if so, the objectives and the functional status of the Committee since inception;

(c) whether the Indian Council for Social Science Research (ICSSR) has decided to dissolve this Fast Track Committee; and

(d) if so, the details alongwith the reason therefor?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) As per the information received from the Ministry of Human Resource Development, the Indian Council of Social Science Research (ICSSR), New Delhi, an autonomous body under that Ministry, had formed a Fast Track

Committee in January 2002, in order to ensure quick inflow of funds for promotion of social science research in North Eastern Region.

(b) The function of the Committee was to consider and recommend the requests for financial assistance for Research Projects, Fellowships, Seminars, Conferences, Training Courses, Workshops, etc. to the Council for North Eastern Region.

(c) Yes, Sir.

(d) The ICSSR's Council at its 100th meeting held on 6th June, 2005 had resolved that the appropriate authority for considering research projects is either the Reserch Committee or the Council. Any other committee or Authority, however defined, is not contemplated in the MOA of ICSSR.

#### **Professional Colleges**

4012. SHRIMATI P. SATHEEDEVI:

SHRI PRADEEP GANDHI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the criteria followed by the Government and AICTE for granting recognition to the engineering colleges;

(b) whether AICTE is aware that many Engineering Colleges are not following the norms prescribed by AICTE or the Government functioning in University Campuses and off Campuses particularly in Chowdhary Charan Singh University, U.P.;

(c) if so, the number of such engineering Colleges identified during the last two years alongwith their names, State-wise, particularly in Uttar Pradesh and Kerala;

(d) the action taken by the Government or AICTE against the defaulting institutions;

(e) whether these institutes are being provided financial assistance by the AICTE/UGC/State Government;

\*The name of Shri Paras Nath Yadav M.P. was deleted vide corrigenda to list of Question's issued on 5-5-2006.

(f) if so, the number of institutes which have been provided financial assistance during the last three years; and

(g) if not, the manner in which these institutes manage financial resources for their expenditure?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The AICTE accords approval to technical institutes based on the prescribed norms and standards which include Society/Trust registration, required land area, approved building plan, availability of built up space/laboratories/library/computing facilities, availability of faculty etc.

(b) and (c) There is no AICTE approved engineering college in the campus of Chaudhary Charan Singh University, U.P. During 2004-05, action was taken by the AICTE against 62 engineering colleges for violation of norms, which did not include any engineering college in Uttar Pradesh and Kerala. During 2005-06, similar action was taken against 41 engineering colleges including Priyadarshni College of Computer Sciences, Greater Noida in Uttar Pradesh and Mary Matha College of Engineering and Technology, Thiruvanthapuram in Kerala.

(d) The action against the above institutes included reduction in intake, putting under 'no admission' category, withdrawal of approval etc.

(e) to (g) Meeting the expenditure of running and maintenance of the institutions come under the purview of respective managements.

#### **Separate Security Service at Airports**

4013. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether major airports across the country lack adequate security staff;

(b) if so, whether the Government proposes to create a separate Airport security service having internationally trained personnels; and

(c) if so, the steps taken/proposed to be taken by the Union Government to introduce modern system of surveillance and security checks at airports?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) and (b) No, Sir.

(c) Necessary steps are being taken by the Government for introduction of modern system of surveillance and security checks to ensure fail proof security arrangements at the airports.

#### **UNCTAD Survey on Foreign Direct Investment**

4014. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether India occupies the second position in foreign direct investment next only to China as the most attractive investment destination for Transnational Corporations as per UNCTAD survey;

(b) if so, the percentage of transnational Corporation found India, China, US, UK, Russia and Pakistan as attractive destinations; and

(c) the steps taken or being taken by Government to make India a more attractive investment destination for multinationals?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) Based on the FDI prospects survey quoted in United Nations Conference on Trade and Development's (UNCTAD's) 'World Investment Report, 2005', 51% of the surveyed transnational corporations have found India to be the most attractive investment location. China, United States, Russian Federation and United Kingdom have been considered the most attractive location by 87%, 51%, 33% and 13% respondents respectively. Response for Pakistan has not been reported.

(c) The Government has put in place an investor friendly policy on Foreign Direct Investment (FDI) under which FDI upto 100% is allowed under the automatic route in most sectors/activities. The FDI policy and related procedures are reviewed on a continuing basis. The Government also undertakes investment promotion and facilitation measures to attract investments.

**Setting Up of NITs**

4015. SHRI KINJARAPU YERRANNAIDU:

SHRI S.K. KHARVENTHAN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of National Institutes of Technology (NITs) set up in the country, State-wise;

(b) whether the NITs have been able to achieve the envisaged objectives;

(c) if so, the details thereof;

(d) whether the Government has conducted any survey to assess the need for increasing the number of NITs available in the country;

(e) if so, the details thereof alongwith details of NITs likely to be established in various parts of the country;

(f) whether the Government has decided to introduce NIT Bill; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Presently, 19 NITs are functioning in the Country. These Institutions are located at:—

Allahabad (Uttar Pradesh), Bhopal (Madhya Pradesh), Calicut (Kerala), Durgapur (West Bengal), Hamirpur (Himachl Pradesh), Jaipur (Rajasthan), Jalandhar (Punjab), Jamshedpur (Jharkhand), Kurukshetra (Haryana), Nagpur (Maharashtra), Patna (Bihar), Raipur (Chhattisgarh), Rourkela (Orissa), Silchar (Assam), Srinagar (Jammu and Kashmir), Surat (Gujarat), Surathkal (Karnataka), Tiruchirappalli (Tamil Nadu) and Warangal (Andhra Pradesh).

(b) and (c) The main objective for setting up of NITs is to provide Quality Technical Education and training in different brnaches of Engineering to bridge the gap of supply and demand of the technical manpower of the country.

The objectives for which these Institutions are set up have been achieved.

(d) and (e) A High Powered Review Committee under the Chairmanship of Dr. R.A. Mashelkar set up in 1996 reviewed the status of Regional Engineering Colleges. The recommendations of the High Powered Review Committee were further examined by an Empowered Committee constituted in 1999 under the Chairmanship of the then Union Education Secretary. The Empowered Committee felt that the need of the Industry could be met by upgradation of Regional Engineering Colleges into National Institutes of Technology (NITs). Government of India decided to convert 17 Regional Engineering Colleges into National Institutes of Technology with the status of Deemed to be University and structural changes in governance, on 14th May, 2003. Thereafter, two more Engineering colleges namely Bihar College of Engineering, Patna and Engineering College, Raipur were taken over by the Central Government and converted them into NITs in the year 2004 and 2005 respectively.

Presently, a proposal for conversion of Tripura Engineering College, Agartala to that of NIT is under consideration of the Government of India.

(f) and (g) The proposal is under consideration of the Government.

**Scholarship to Students**

4016. DR. P.P. KOYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any proposal from Lakshadweep Administration to revise the scholarship and other educational benefits for Lakshadweep students is pending with the Government for approval;

(b) if so, the details and status thereof;

(c) the time by which it is likely to be cleared;

(d) whether the above proposal cover scholarship for undergoing higher studies in reputed institutions public/private and Institutions abroad; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) and (c) The proposal is to revise the scholarship being given to students of Lakshadweep studying in various courses in the mainland and in the islands of Lakshadweep. The proposal is being processed in the Ministry.

(d) and (e) The proposal covers public/private institutions in mainland, in case facilities do not exist in any of the islands in the Union Territory of Lakshadweep. This existing rules, however, do not cover scholarship for undergoing studies abroad.

#### **Utilisation of Fly Ash and Rice Husk**

4017. SHRI SUBODH MOHITE: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government proposes to set up a national training institute for promoting the utilisation of fly ash and rice husk;

(b) if so, the details thereof;

(c) whether the Government is considering modification in the Gazette notification to encourage the utilisation of fly ash waste;

(d) if so, the details thereof; and

(e) the other measures taken to convert fly ash into useful products?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) and (d) As per information furnished by the Ministry of Environment and Forests, the notification on fly ash has already been amended vide S.O. 979 (E) dated 27-8-2003. This incorporates provisions such as use of pond ash for filling up the borrow areas, time bound plan for use of fly ash bricks/products by the construction agencies which would inter alia encourage utilization of fly ash.

(e) The notification has already stipulated that the Thermal Power Station would make available fly ash free of cost for 10 years from the date of publication of the notification. The Central and State Governments and their agencies have already included fly ash and fly ash products in their specifications, schedule of rates and tender documents. The Bureau of Indian Standards has brought out standards for over 50 products which contain fly ash. The Indian Road Congress has brought out standards for road construction using fly ash. The fly Ash Utilisation Programme of the Technology Information Forecasting and Assessment Council (TIFAC), Department of Science and Technology in co-ordination with the various agencies which include Thermal Power Plants, fly ash users, research Institutions and others have held six National Seminars covering different sectors to create awareness on utilization of fly ash. This was followed by International Congress held in December, 2005 which inter alia discussed the utilization of fly ash in different sectors. These activities would facilitate use of fly ash in different products.

*[Translation]*

#### **Rehabilitation of Riot Victims**

4018. SHRI HARIBHAU RATHOD:

SHRI SUSHIL KUMAR MODI:

SHRIMATI KIRAN MAHESHWARI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to provide assistance for the rehabilitation of members of the families of 1984 riots victims;

(b) if so, the details thereof;

(c) whether the Government has sought information in this regard from various States particularly from State Government of Bihar;

(d) if so, the number of families affected in these riots, State-wise; and

(e) the assistance provided so far to the riot-affected families, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) The Government had set up two committees, one headed by Dr. D.K. Sankaran, Secretary (Boarder Management) in the Ministry of Home Affairs to look into the adequacy of relief/rehabilitation and other assistance such as employment given to the widows/families of the victims, and the other headed by Shri K.P. Singh, the then Special Secretary (Home) in the

Ministry of Home Affairs to examine the adequacy and uniformity of compensation given in death and injury cases. The recommendations made by the two Committees are under examination.

(c) to (e) Details of information received from various States, including the State of Bihar regarding assistance provided to the victims of 1984 riots so far are given in the enclosed statement.

**Statement**

*Details of assistance provided by various States to the victims of 1984 riots*

Nature of relief	No. of case in which compensation/ relief was given	Total amount paid (in Rs.)
1	2	3
<b>Bihar</b>		
Compensation in case of injury		
Compensation for damaged residential properties	167	Rs. 33,48,446/-
Compensation for damaged commercial properties		
<b>Chhattisgarh</b>		
Compensation in case of death	11	17,94,513/-
Compensation in case of injury	6	3,500
Compensation for damaged residential properties	126	3,22,540/-
Compensation for damaged commercial properties	195	8,33,365/-
Bank loans	20	6,64,432/-
Employment to widow/family members of victims	1	—
<b>Haryana</b>		
Compensation in case of death	105	3,51,20,000/-
Compensation in case of injury	—	—
Compensation for damaged residential properties	252	19,99,410/-
Compensation for damaged commercial properties	152	69,14,290/-

1	2	3
<b>Himachal Pradesh</b>		
Compensation in case of death	1	20,000/-
Compensation in case of injury	3	30,000/-
Compensation for damaged residential properties	96	3,51,149/-
Compensation for damaged commercial properties	329	11,93,723/-
Employment to widow/family members of victims	1	—
<b>Jammu and Kashmir</b>		
Compensation in case of death	17	3,40,000/-
Compensation for damaged residential properties	2	3,125/-
Compensation for damaged commercial properties	36	1,84,129/-
Compensation for trucks/buses/taxis damaged in the riots	—	2,28,675/-
<b>Jharkhand</b>		
Compensation in case of death	84	16,60,000/-
Compensation in case of injury	48	47,600/-
Compensation for damaged residential properties	204	15,98,037/-
Compensation for damaged commercial properties	462	70,15,021/-
Bank loans	76	36,42,000/-
Employment to widow/family members of victims	1	—
<b>Madhya Pradesh</b>		
Compensation in case of death	89	87,20,000/-
Compensation in case of injury	125	1,46,200/-
Compensation for damaged residential properties	1141	54,06,098/-
Compensation for damaged commercial properties	976	27,44,727/-
Payment of stipend	26	47,650/-
Bank loans	465	69,00,132/-
Employment to widow/family members of victims	11	—
<b>Maharashtra</b>		
Compensation in case of death	9	50,000/-

1	2	3
Compensation in case of injury	—	—
Compensation for damaged residential properties	12	12,000/-
Compensation for damaged commercial properties	7	1,31,750/-
Compensation for damaged vehicles	35	3,50,000/-
Bank loans	145	2,13,46,000/-
<b>NCT of Delhi</b>		
Compensation in case of death	2,327	72,79,27,764/-
Compensation in case of injury	2,603	54,62,000/-
Compensation for damaged residential properties	10,987	5,83,68,000/-
Compensation for damaged commercial properties	3,415	4,77,42,561/-
Marriage assistance	213	2,69,000/-
Allotment of flats	2,200	—
Allotment of shops/kiosks	58	—
Allotment of house sites	760	—
Payment of stipend	22,380	Rs. 50/- per month in case of school going children and Rs. 100/- per month in case of college going children.
Bank loans	—	Loans upto Rs. 50,000/- written off under Debt Relief Scheme.
Employment to widow/family members of riot victims/Pension	684 widows and family members of riot victims were provided employ- ment and 191 widows and old aged persons were given pension @ Rs. 1000/-pm	—

1	2	3
<b>Orissa</b>		
Compensation in case of death	3	1.10.000/-
Compensation in case of injury		
Compensation for damaged residential properties	151	3,55,220/-
Compensation for damaged commercial properties		
Employment	1	—
<b>Uttaranchal</b>		
Compensation in case of death	2	70,000/-
Compensation in case of injury	—	—
Compensation for damaged residential properties	1	5,000/-
Compensation for damaged commercial properties	356	8,37,800/-
Bank loans	1	25,000/-
<b>Uttar Pradesh</b>		
Compensation in case of death	251	1,22,66,000/-
Compensation in case of injury	235	1,70,650/-
Compensation for damaged residential properties	5,477	1,44,60,310/-
Compensation for damaged commercial properties not covered for riot by insurance	176	31,68,000/-
Compensation paid for damaged residential and commercial properties as per the directions of the Court	502	68,75,500/-
Marriage assistance	2	35,000/-
Payment of stipend	—	Rs. 50/- per month for school going and Rs. 100/- per month for college going children.
Allotment of flats	146 plots/shps	—
Bank loans	937	2,73,27,000/-
Pension to widows	56	Rs. 2000/- per month
Grant to orphans	7	7,00,000/-

**Punjab**

Sl. No.	Relief given	Rate	No. of beneficiaries
1.	Subsistence allowance to the widows of 1984 riot victims	1. Rs. 250/- P.M. from 1-11-1984 2. Rs. 1000/-PM from 1-5-1990 3. Rs. 1500/-PM from 1-4-1995 4. Rs. 2500/-PM from 1-8-1998	263
2.	Subsistence allowance to widows who got re-married	Rs. 2500/-PM from 1-8-1998	1
3.	Subsistence allowance to 100% disabled persons	1. Rs. 1000/-PM from 1-5-1990 2. Rs. 1500/-PM from 1-4-1995 3. Rs. 2500/-PM from 1-8-1998	3
4.	Subsistence allowance to dependent parents whose only/all sons were killed	—do—	2
5.	Subsistence allowance to the dependent parents whose other son(s) is (are) alive	1. Rs. 100/-PM from 1-5-1990 2. 300/-PM from 1-4-1995 3. 730/-PM from 1-8-1998	26
6.	Marriage grant to dependent sisters/daughters of riot victims	Rs. 5,000/-w.e.f. 24-12-1985 Rs. 10,000/- from 1-5-1990	200 (approx.)
7.	Ex-gratia grant to destitute, disabled, orphans	Rs. 5000/-	764
8.	Ex-gratia grant for woollen clothes	Rs. 1000 one time	5698
9.	Loans by Punjab Women Development Corporation	Upto Rs. 25000 (including 25% subsidy)	2209
10.	Employment to one dependent family member of the person killed	In Group C or Group D posts	4500 (including terrorist victims)
11.	Free education to children upto University level	Given for general education only to dependents of persons killed	—
12.	Reservation of seats in professional/technical/medical institution	2%, now 1% including dependents of terrorist victims	—
13.	Free of cost LIG houses to widows	Subsidy of 3.50 crores were given by Punjab Government	700
14.	Allotment of LIG houses at the cost of Rs. 30,000/-	Recoverable in 25 years at 4.5% per annum interest	1971

**Financial Assistance by HUDCO**

4019. SHRI BAPU HARI CHAURE: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Housing and Urban Development Corporation Ltd. (HUDCO) has provided any financial assistance after recent flood to Maharashtra for the development of housing and other infrastructure; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

*[English]*

**Amount Sanctioned by HUDCO**

4020. SHRI RAM KRIPAL YADAV: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government of Bihar has submitted any proposal to Housing and Urban Development Corporation Ltd. for overall development of Patna in Bihar;

(b) if so, whether these proposals has been sanctioned; and

(c) if so, the funds sanctioned by the HUDCO for implementation of this projects?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) No, Sir.

(b) and (c) Does not arise.

**Hand-Bag by KVIC**

4021. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Government has any proposal to promote hand-bag in place of plastic hand-bag manufactured by Khadi and Village Industries Commission;

(b) if so, the details thereof; and

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

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) to (c) Government, through the Khadi and Village Industries Commission (KVIC), has been promoting paper bags (in place of plastic bags), manufactured by handmade paper institutions and village industry units set up under the Rural Employment Generation Programme. Khadi and polyvastra are also used to produce bags as substitute for plastic bags.

**AGRI Export Zones**

4022. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether a Committee constituted to conduct a mid term review of Agri Export Zones highlighted lack of coordination between various agencies involved in the setting up of zones;

(b) if so, the details of the other recommendations made by this Committee; and

(c) the steps Government proposes to take to consider these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) to (c) No, Sir. No committee has been constituted to conduct a mid term review of Agri Export Zones (AEZs). However, a peer evaluation of the performance of the AEZs, with a view to ascertain the reasons for shortfall in achievement of targets and suggest remedial action, has been undertaken.

**Inclusion of Darjeeling District in Sixth Schedule of the Constitution**

4023. SHRI S. AJAYA KUMAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received any representation for inclusion of Darjeeling district of West-Bangal in the Sixth Schedule of the Constitution;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) and (b) Shri Subhash Ghisingh, former Chairperson and presently Administrator of Darjeeling Gorkha Hill Council (DGHC) has been requesting Government of India to confer constitutional status on the Hill Council under the sixth schedule to the Constitution of India. In a series of tripartite meetings held between Government of India, Government of West Bengal and DGHC, the State Government has supported the demand for including hill areas of Darjeeling District in the sixth schedule of the Constitution.

(c) An "In Principle Memorandum of Settlement" has been signed on 6-12-2005 between the Government of India, Government of West Bengal and DGHC for creating a new Council for the hill areas of Darjeeling District under the Sixth Schedule of Constitution of India, to replace the existing DGHC.

#### **Export-Import Policy**

4024. SHRI P. KARUNAKARAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to change export-import policy to assist the farmers;

(b) if so, the details thereof; and

(c) the time by which it is likely to be announced?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) Change in the Foreign Trade Policy is an ongoing process and is done in public interest. Amendments and reviews are carried out based upon the feedback received from Trade and Industry. To promote agriculture produce, Vishesh Krishi Upaj Yojana has been introduced in the Foreign Trade Policy 2004-09 announced on 31st August 2004 with an objective to promote export of fruits, vegetables, flowers, minor forest produce and their value added products. With effect from 1-4-2005 exports of dairy, poultry and their value added products have also been included within the scope of this scheme. This export promotion measure is already in place and details thereof are given in the Book titled "Foreign Trade Policy 2004-09" and "Handbook of Procedures Vol. I 2004-09" and copies of these publications are available in Parliament Library.

[Translation]

#### **Export of Poultry Products**

4025. MOHD. TAHIR:

SHRI SHISHUPAL N. PATLE:

SHRI MUNSHI RAM:

PROF. MAHADEORAO SHIWANKAR:

SHRI NARENDRA KUMAR KUSHAWAHA:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Japan has made fresh and bulk orders to India for export of poultry goods;

(b) if so, the details thereof;

(c) whether the country is fully capable of meeting the required export orders;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government to boost the production and export of poultry goods in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) No, Sir. No commercial orders have been received so far. However, the Government of Japan has recently approved India as a poultry meat supplying country without inspection of poultry plants, accepting hygiene certificates issued by the Government of India w.e.f. 13th October, 2005. At present there are three poultry processing plants in India which have been approved by Export Inspection Agency for export of poultry meat to Japan.

(d) Does not arise.

(e) The steps taken by the Government to increase export of poultry products include specification of standards, monitoring of pesticide residues, financial assistance to exporters for developmental and export promotional activities, development of infrastructure/export promotion marketing assistance, etc. Recently, as a special measure to boost poultry exports, "poultry and its value added products" have been brought within the purview of the "Vishesh Krishi Upaj Yojana" under the Foreign Trade Policy 2004-09, with effect from 1st April, 2005.

**Construction Activities through  
Panchayati Raj Institutions**

4026. SHRI NARENDRA KUMAR KUSHAWAHA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has cleared the scheme to provide roads, hospitals and schools facilities to Adivasis through Panchayats as published in *Rashtriya Sahara* dated November 27, 2005;

(b) if so, whether the Government proposes to expand the limit of Panchayats (extension to Scheduled Area) Act in this regard;

(c) if so, the details thereof;

(d) the number of Adivasis likely to be benefitted by the aforesaid scheme;

(e) whether it is proposed to operate this scheme through State Governments; and

(f) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a), (e) and (f) The position with reference to news item published in daily *Rashtriya Sahara* dated November 27, 2005 regarding creation of infrastructure for scheduled tribes in the forest areas through Panchayats is that Ministry of Environment and Forest has accorded general approval under Forest (Conservation) Act, 1980 for diversion of forest land up to one hectare to Government Departments for taking up developmental works like schools dispensaries/hospitals, electric and telecommunication lines, drinking water, Water/rainwater harvesting structures, Minor irrigation canal, Non-conventional source of energy, Skill upgradation/vocational training centre, Power sub-stations, Communication posts and Police establishments like police stations/outposts/border outposts/towers, in sensitive areas (identified by Ministry of Home Affairs) for a period of 2 years ending 31-12-06 and will be subject to review thereafter.

(b) and (c) At present there is no proposal to expand the limit of Panchayats (extension to Scheduled Areas) Act.

(d) The exact number of Scheduled Tribes to be benefitted due to the general approval mentioned in reply to part (a) above has not been estimated.

*[English]*

**Biotic Fencing**

4027. SHRI REWATI RAMAN SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is considering a proposal for replacing the low cost biotic fencing in place of barbed wire with thorny bamboo along the 4095 Kms. Indo-Bangla border as suggested by the National Mission on Bamboo application;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) No proposal regarding replacement of barbed wire fencing with thorny bamboo fencing of Indo-Bangladesh border has been received in the Ministry of Home Affairs.

*[Translation]*

**Export of Ayurvedic Medicines**

4028. SHRI RASHEED MASOOD: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has registered its reservations against the European Union laws which are coming in the way of export of Ayurvedic Medicines;

(b) if so, the details thereof; and

(c) the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) The Government has already taken up the issue of doing away with the condition of 15 years usage in Europe for registration of Ayurvedic products, with the European Union (EU) Trade Commissioner. The India—EU Joint Commission has also agreed that a meeting of the experts of Ayurveda would be organized under the aegis of the Working Group on Pharmaceuticals and Bio-technology, the first meeting of which is likely to be held in January, 2006. A technical workshop of EU experts is also proposed to be organized

for acquainting them with the basic principles of Ayurveda, Siddha and Unani Systems as well as the scientific work done so far for scientific validation, standardization and quality control of the medicines.

[English]

#### **Pirated Books**

4029. SHRI UDAY SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Delhi Police has busted pirated book rackets recently;

(b) if so, the details thereof alongwith the *modus operandi* of such rackets;

(c) the number of persons arrested;

(d) whether the Government proposes to set up an anti-piracy police force; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) During the current year, Delhi Police has registered 15 cases upto 30th November, 2005 relating to pirated books in which 58,027 pirated books, 18,900 pirated printed pages and other documents have been recovered and 33 persons arrested. The *modus operandi* adopted by persons involved in such rackets is mainly to get copies of pirated books printed in Delhi and to supply them to book sellers at cheap rates for sale.

(d) and (e) No such proposal is presently under consideration of the Government. However, Intellectual Property Rights Section of the Economic Offences Wing of Delhi Police is already tasked to check such crimes of intellectual property, including book piracy.

[Translation]

#### **Inclusion of Castes in ST List**

4030. SHRI MAHENDRA PRASAD NISHAD:  
SHRI RAJARAM PAL:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has received any proposal from the Government of Jharkhand for including Kudmi/Kurmi caste in the list of Scheduled Tribes; and

(b) if so, the time by which the said caste is proposed to be included in the list of Scheduled Tribes?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH-EASTERN REGION (SHRI P.R. KYNDIAH): (a) Yes, Sir.

(b) The approved modalities for inclusion/exclusion of any community in the list of Scheduled Tribes require consultation with various agencies such as State Government, Registrar General of India and National Commission for Scheduled Tribes, which takes time. No definite time-frame can be indicated at this stage.

#### **Funds for Construction of Damoh-Jabalpur Road**

4031. SHRI CHANDRABHAN SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether funds have been sanctioned for construction of the Damoh-Jabalpur road via Patan out of the Central Road funds;

(b) if so, the details of the amount sanctioned so far;

(c) the amount likely to be sanctioned for the purpose;

(d) whether the contract for the construction of the aforesaid road has been awarded to some private agency; and

(e) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) One work from Abhana-Tendukheda to Patan amounting to Rs. 1126.82 lakhs on Damoh-Jabalpur road via Patan has been sanctioned under the Central Road Fund (CRF) Scheme on 24-2-2004.

(c) No further amount will be sanctioned for the purpose.

(d) and (e) The work had been awarded by Madhya Pradesh Public Works Department to Shri N.R. Yadav on 4-4-2005.

*[English]***Setting up of Madarasas**

4032. KUNWAR MANVENDRA SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to set up Madarsa Schools on the lines of Central Schools;

(b) if so, the details thereof;

(c) whether the Government has formulated any plan in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) No, Sir.

(c) and (d) Does not arise.

**Trade Fair**

4033. DR. VALLABHBHAI KATHIRIA: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Government proposes to organize Trade Fair in the rural areas for the promotion of agro and rural industries in the country, especially in the State of Gujarat; and

(b) if so, the details thereof alongwith the names of the districts in Gujarat which have been selected for organizing trade fair during the current financial year?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) and (b) The Khadi and Village Industries Commission (KVIC) has a target of organizing four district level exhibitions in each State, including Gujarat, for the promotion of products manufactured by entrepreneurs assisted under the Rural Employment Generation Programme. In Gujarat, the districts identified for holding these exhibitions are Gandhinagar, Bharuch, Vapi and Jamnagar.

**Survey on Child Welfare**

4034. SHRI KAMLA PRASAD RAWAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government has conducted any survey on the child's welfare in various States particularly in backward States;

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

(c) the action taken/to be taken by the Government in view of finding of the survey?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) and (b) Yes, Sir. The Department of Women and Child Development runs an important Scheme for welfare and development of children known as Integrated Child Development Services. The National Council of Applied Economic Research (NCAER) has conducted Nationwide Evaluation of Integrated Child Development Services (ICDS) Scheme in 1996-2001. Main findings of the survey are as follows:—

- (i) Infant Mortality Rate (IMR) of ICDS areas is lower than IMR of ICDS plus Non ICDS areas;
- (ii) Most of the AWCs across the country were located within accessible distance (100-200 metres) from beneficiary households. Another 10 per cent were about 150-200 metres away. Rest were beyond 200 metres. Thus, the factor of distance of beneficiary households from the AWC was unlikely to affect the attendance at the AWC during inclement weather;
- (iii) Nearly 50 per cent AWCs reported adequate space, especially for cooking;
- (iv) Most of the AWCs in the country, except those in Tamil Nadu, Kerala, Karnataka and Orissa were functioning from community buildings. Of the sampled data, about 40 per cent were functioning from pucca buildings;
- (v) Though about 84 per cent of the functionaries reported to have received training, the training was largely pre-service training and in-service training remained largely neglected;

- (vi) Community leaders were generally positive about the functioning of the AWCs (more than 80 per cent in all states) while more than 70 per cent found the programme to be beneficial to the community;
- (vii) One out of two AWWs was found to be educated at least upto matriculate level across the country;
- (viii) More than 80 per cent of the children were immunized against all major diseases in the country. AWCs have played a significant role in creating awareness about ante-natal care in most of the states;
- (ix) Referral system was found to be quite weak in many states and needs a review; and
- (x) Toilet facilities were available in only 17 per cent of AWCs across the country.

(c) A number of changes in the operational guidelines of the scheme were introduced from time to time. The steps taken to make ICDS scheme more effective and result-oriented include provision of improved medicine kits and pre-school learning material for children in Anganwadi Centres, introduction of guidelines for strengthening of IEC and community mobilization, strengthening of monitoring mechanism and clarification on basic financial, nutritional and registration norms.

With a view to optimize coverage of beneficiaries, States have been authorized to relocate the sanctioned Anganwadi Centres, wherever appropriate, within the overall ceiling of sanctioned Projects and Centres.

By concerted efforts, the beneficiaries receiving supplementary nutrition at Anganwadi Centres have increased from 290 lakh in March, 2001 to 494.80 lakh in July 2005, showing an increase of about 70.62 per cent.

#### **Revival of Central Inland Water Transport Corporation**

4035. SHRI SANAT KUMAR MANDAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government has initiated the revival of the Central Inland Water Transport Corporation;
- (b) if so, the details thereof alongwith the present

condition of the Central Inland Water Transport Corporation; and

- (c) the new and important business initiatives/steps taken by CIWTC after the revival?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) No, Sir. There is no proposal for revival of Central Inland Water Transport Corporation Ltd. (CIWTC). However, based on the recommendations of the Board for Reconstruction of Public Sector Enterprises (BRPSE), the Government has decided as under:—

- (i) Handing over Rajabagan Dockyard (RBD) alongwith its existing manpower, assets and liabilities to Garden Reach Shipbuilders and Engineers (GRSE) or to any other Public Sector Enterprises (PSE) on outright purchase/long term lease/management contract basis;
- (ii) Write-off outstanding interest as on date and conversion of outstanding principal amount as on 31-3-2005 into equity and reducing the same against the accumulated losses;
- (iii) Introduction of Voluntary Retirement Scheme (VRS) to bring down the manpower level of CIWTC minus RBD to 43;
- (iv) Disinvestment of CIWTC minus RBD in favour of private parties after implementation of (i), (ii) and (iii) above; and
- (v) Grant-in-aid (Non-Plan) to CIWTC for pursuing VRS and for making payment of salary/wages until CIWTC minus RBD is disinvested.

#### **Schemes for Raising of Income of Urban Poor**

4036. PROF. M. RAMADASS: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

- (a) whether the Government proposes to evolve specific schemes to raise incomes of urban poor through low cost technologies;
- (b) if so, the details thereof;
- (c) whether the Government would replicate the World Bank model of poverty alleviation in Andhra Pradesh for other States in the country;

(d) if so, the details of proposals of the Government in this regard;

(e) whether the Government proposes to give more importance to SHGs for addressing social and other needs; and

(f) if so, the proposals in this regard?

**THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA):** (a) and (b) Ministry of Urban Employment and Poverty Alleviation is already implementing an employment oriented Urban Poverty Alleviation Centrally Sponsored Scheme named Swarna Jayanti Shahri Rozgar Yojana, on all India basis for the benefit of urban poor living below poverty line. This programme seeks to provide gainful employment to the urban unemployed poor through setting up of micro enterprises and also through provision of wage employment by utilizing their labour for construction of useful public assets. Under the skill upgradation component of SJSRY, it is intended to provide training to the urban poor in a variety of service and manufacturing trades as well as local skills and local crafts and also in vital components of the service sector like the construction trade and allied services like carpentry and plumbing and manufacturing of low cost building materials based on improved local technology.

(c) and (d) As given in (a) above. Ministry of Urban Employment and Poverty Alleviation is already implementing the urban poverty alleviation programme of Swarna Jayanti Shahari Rozgar Yojana (SJSRY) in all the States/UTs of the country. The scheme is running successfully.

(e) and (f) Under the Scheme of Swarna Jayanti Shahari Rozgar Yojana (SJSRY), there is already a component of Development of Women and Children in Urban Areas (DWCUA), under which women beneficiaries are encouraged to form a DWCUA Group comprising of minimum 10 members and set up group enterprises to generate income. The subsidy provided for these DWCUA enterprises is 50% of the projects cost or Rs. 1,25,000/- whichever is less. Where the DWCUA group sets itself as a Thrift and Credit Society (T and CS) in addition to its other entrepreneurial activity, the group/Thrift and Credit Society is also entitled to a Lump sum grant of Rs. 25,000/- as revolving fund at the maximum rate of Rs. 1,000/- per member.

This revolving fund is meant for purchase of raw materials and marketing, infrastructure support for income generation and other group activities; one time expense on child care activity; income subsidy to the paid on behalf of the T and CS member towards health/life/accident/any other insurance scheme for herself, subject to saving at least Rs. 500 in a fixed deposit for 12 months with the T and CS, etc.

#### **Complaints Against Call Centres**

4037. **SHRI NIKHIL KUMAR:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the employees of Call Centres are indulged in allegedly stealing the data from the company;

(b) if so, the details of such complaints received by Delhi Police during each of the last three years;

(c) whether the Government proposes to put a check on such illegal activities of call centres; and

(d) if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY):** (a) and (b) No complaint regarding stealing of data from Call Centres by their employees was received by Delhi Police during the years 2002, 2003 and 2004. However, two such complaints have so far been received during the current year. On the basis of one of these complaints, Delhi Police registered a case FIR No. 370/05 at PS Anand Vihar on 07-07-2005 and arrested four accused persons who were later released on interim bail by the Court. The other complaint is under process.

(c) and (d) Section 66 of the Information Technology Act 2000 provides for stringent penalties for infringement of such activities including breaching of confidentiality, privacy and hacking of a computer system.

#### **Agreement of World Bank Regarding Extension of ICDS-III Project**

4038. **SHRI KISHANBHAI V. PATEL:**

**SHRI BRAJA KISHORE TRIPATHY:**

**SHRI BADIGA RAMAKRISHNA:**

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether World Bank has agreed to extend the Integrated Child Development Scheme (ICDS)-III Project of which Udisha is a part;

(b) if so, the details in this regard;

(c) the details of the conditions imposed by World Bank;

(d) whether some State Governments have not drawn up their State Training Action Plan for the extended period;

(e) if so, the details thereof alongwith revised guidelines issued to the States; and

(f) the details of the funds utilized by various States and persons benefited during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) to (c) Yes, Sir. The World Bank has agreed to extend the Integrated Child Development Services (ICDS)-III Project, including Udisha, by 18

months i.e. upto 31-3-2006. No conditions have been imposed by the World Bank while agreeing to final extension upto 31-3-2006.

(d) and (e) State Training Action Plans (STRAPs) have not been received from the State Governments of Arunachal Pradesh, Jharkhand and Union Territory Administration of Daman and Diu. Guidelines were issued on 22-7-2005 to all States/Union Territories to draw up their STRAPs for the extended period (1-7-2005 to 31-3-2006). Salient points were:—

(i) All activities envisaged under the project, should be completed by March 2006; and

(ii) Funds proposed should be limited to the allocation/reallocation made separately for job Training, Other Training and Information, Education and Communication (IEC).

(f) Statements giving details of (i) funds utilized by States/Union Territories (ii) Job Training and (iii) Refresher Training imparted to ICDS functionaries under Udisha during each of the last three years are enclosed as statement-I, II and III respectively.

**Statement-I**

*Details of funds utilised by various States/UTs during each of last three years*

(Rs. Crore)

Sl. No.	Name of the State	2002-03	2003-04	2004-05
1	2	3	4	5
1.	Andhra Pradesh	12.83	7.32	8.30
2.	Arunachal Pradesh	0.17	—	—
3.	Assam	0.97	0.92	2.69
4.	Bihar	1.17	1.11	4.37
5.	Chhattisgarh	2.33	1.42	1.46
6.	Goa	0.05	0.06	0.06
7.	Gujarat	1.66	0.28	1.22
8.	Haryana	0.85	0.85	0.93
9.	Himachal Pradesh	0.56	0.60	0.42

1	2	3	4	5
10.	Jammu and Kashmir	0.52	0.04	0.39
11.	Jharkhand	0.38	0.45	0.69
12.	Karnataka	1.97	1.94	2.47
13.	Kerala	2.21	1.39	2.00
14.	Madhya Pradesh	5.09	7.91	5.26
15.	Maharashtra	6.87	5.51	4.53
16.	Manipur	0.60	0.45	—
17.	Meghalaya	0.31	0.30	0.14
18.	Mizoram	0.38	0.18	0.07
19.	Nagaland	0.29	0.26	0.35
20.	Orissa	1.10	2.08	2.01
21.	Punjab	0.73	0.27	0.12
22.	Rajasthan	8.13	8.13	1.54
23.	Sikkim	0.10	0.09	0.05
24.	Tamil Nadu	3.03	6.04	3.36
25.	Tripura	0.50	0.46	0.06
26.	Uttar Pradesh	5.60	4.52	8.85
27.	Uttaranchal	0.45	1.05	1.55
28.	West Bengal	3.14	4.59	4.53
29.	Andaman and Nicobar Islands	—	0.03	0.03
30.	Chandigarh	0.02	—	—
31.	Daman and Diu	—	—	—
32.	Dadra and Nagar Haveli	—	—	—
33.	Delhi	0.21	0.21	0.19
34.	Lakshadweep	—	-	—
35.	Pondicherry	0.03	—	0.01
<b>Total</b>		<b>62.24</b>	<b>58.44</b>	<b>57.63</b>

## Statement-II

Details of Job Training imparted to ICDS functionaries during each of the last three years

Sl. No.	State/UT	2002-03			2003-04			2004-05					
		AWWs	Super- visors	CDPOs	AWWs	Super- visors	CDPOs	AWWs	Super- visors	CDPOs	AWWs		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	2648	107	26	541	7483	539	215	5078	7739	25	15	16267
2.	Arunachal Pradesh	280	0	0	240	0	0	0	0	0	0	2	0
3.	Assam	1040	28	17	0	3960	32	7	0	5780	10	2	0
4.	Bihar	1371	0	0	1603	0	0	24	2305	2376	0	2	6153
5.	Chhattisgarh	3800	44	0	1600	1378	147	0	1179	790	97	14	0
6.	Goa	44	6	0	296	0	4	0	116	0	0	1	0
7.	Gujarat	528	22	4	1573	150	0	0	7703	1045	60	50	6874
8.	Haryana	188	3	0	625	106	81	0	655	100	89	15	2990
9.	Himachal Pradesh	760	0	0	0	453	0	0	7305	58	0	8	2051
10.	Jammu and Kashmir	799	0	24	2760	840	0	0	2569	1045	0	0	595
11.	Jharkhand	705	0	43	758	776	0	0	1016	176	0	1	1434
12.	Karnataka	649	0	14	3858	755	12	13	1084	995	556	56	2924
13.	Kerala	1683	140	13	2254	1138	40	9	2311	1130	0	39	1739
14.	Madhya Pradesh	3630	186	0	5243	6786	130	63	12086	4216	0	7	1770
15.	Maharashtra	4298	320	0	10323	5311	469	0	4974	5628	195	165	863

1	2	3	4	5	6	7	8	9	10	11	12	13	14
16.	Manipur	420	0	0	3000	280	0	2	0	140	22	0	0
17.	Meghalaya	149	25	4	165	130	0	2	282	70	0	0	300
18.	Mizoram	98	0	0	170	70	0	0	80	35	0	0	40
19.	Nagaland	189	0	3	0	204	35	0	0	213	8	2	0
20.	Orissa	1204	16	3	0	1912	0	2	1698	1560	0	17	3341
21.	Punjab	892	73	2	868	483	0	0	1662	503	0	0	1493
22.	Rajasthan	13245	79	4	14974	5001	337	0	14976	1136	63	0	1836
23.	Sikkim	22	4	2	115	24	0	0	113	0	0	2	55
24.	Tamil Nadu	0	0	0	25785	0	24	31	0	0	24	250	0
25.	Tripura	525	25	1	820	470	0	0	745	200	0	0	310
26.	Uttar Pradesh	5958	236	25	22140	9018	331	101	9910	13739	44	119	21964
27.	Uttaranchal	476	0	0	965	1079	0	0	782	1823	0	34	2287
28.	West Bengal	2539	124	41	0	5010	455	54	4975	6052	92	90	20025
29.	Andaman and Nicobar Islands	0	0	0	0	35	0	0	0	70	0	0	0
30.	Chandigarh	6	0	0	0	0	0	0	23	8	0	0	0
31.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
32.	Dadra and Nagar Haveli	9	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	33	0	2	300	56	2	0	450	56	0	0	306
34.	Lakshadweep	10	0	0	0	0	0	0	0	0	0	0	0
35.	Pondicherry	0	0	0	240	0	0	0	0	0	0	0	0
Total		48408	1438	228	101216	52908	2638	523	84077	56683	1285	891	95717

**Statement-III***Details of Refresher Training imparted to ICDS functionaries during each of the last three years*

Sl. No.	State/UT	2002-03			2003-04			2004-05		
		AWWs	Supervisors	CDPOs	AWWs	Supervisors	CDPOs	AWWs	Supervisors	CDPOs
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	3,476	465	302	3,552	206	63	21,898	1,717	113
2.	Anumachal Pradesh	0	0	0	0	0	0	0	0	0
3.	Assam	0	0	0	0	0	0	0	0	0
4.	Bihar	1,432	0	0	149	0	0	946	0	3
5.	Chhattisgarh	3,262	177	0	5,093	110	0	4,968	62	0
6.	Goa	0	0	0	280	0	0	429	0	0
7.	Gujarat	0	55	0	0	0	0	0	0	0
8.	Haryana	1,855	140	0	2,818	170	49	1,416	152	5
9.	Himachal Pradesh	316	0	0	531	0	11	2,527	88	5
10.	Jammu and Kashmir	1,965	0	0	1,240	0	0	1,280	0	0
11.	Jharkhand	0	0	0	0	0	0	0	0	4
12.	Karnataka	5,934	268	0	3,532	162	38	3,830	0	0
13.	Kerala	3,819	108	0	5,532	190	0	7,378	195	0
14.	Madhya Pradesh	3,152	452	0	4,811	417	0	7,722	279	47
15.	Maharashtra	7,237	148	0	7,187	215	0	8,533	861	0
16.	Manipur	200	0	4	0	0	7	0	0	0

1	2	3	4	5	6	7	8	9	10	11
17.	Meghalaya	249	25	0	227	25	5	400	0	0
18.	Mizoram	80	0	0	0	8	0	0	0	0
19.	Nagaland	74	87	40	81	2	43	1,135	0	0
20.	Orissa	1,792	73	0	3,562	74	8	4,437	75	11
21.	Punjab	351	128	0	1,320	349	16	1,625	331	0
22.	Rajasthan	7,494	81	0	1,612	295	0	357	512	0
23.	Sikkim	81	0	0	110	0	0	127	23	3
24.	Tamil Nadu	0	576	0	10,366	340	0	15,874	109	40
25.	Thipura	425	25	5	304	0	0	730	0	0
26.	Uttar Pradesh	2,710	338	39	3,707	94	0	2,539	460	6
27.	Uttaranchal	50	204	0	76	14	30	2,215	0	5
28.	West Bengal	0	33	0	0	395	6	0	1,467	6
29.	Andaman and Nicobar Islands	75	0	0	75	0	0	0	0	0
30.	Chandigarh	40	6	0	160	3	0	0	0	0
31.	Daman and Diu	0	0	0	0	0	0	0	0	0
32.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0
33.	Delhi	560	0	0	400	0	0	429	0	0
34.	Lakshadweep	0	0	0	0	0	0	0	0	0
35.	Pondicherry	0	0	0	0	0	0	0	0	0
Total		46,729	3,389	390	56,725	3,069	276	90,795	6,331	248

[Translation]

**Agriculture and Processed Food Product  
Export Development Authority**

4039. SHRIMATI SANGEETA KUMARI SINGH  
DEO:

DR. DHIRENDRA AGARWAL:

Will the Minister of COMMERCE AND INDUSTRY  
be pleased to state:

(a) progress of works done by Agriculture and  
Processed Food Product Export Development Authority  
during the last three years;

(b) the manner in which it has helped in boosting  
trade; and

(c) the reaction of the Government on its functioning?

THE MINISTER OF STATE IN THE MINISTRY OF  
COMMERCE AND INDUSTRY (SHRI E.V.K.S.  
ELANGOVAN): (a) Agriculture and Processed Food  
Product Export Development Authority (APEDA) is  
engaged in promotion and development of export of  
agricultural and processed food products. The work of  
the organization during the last 3 years included:—

- setting up of centres for perishable cargo at all  
major international airports, flower auction  
centres, egg washing, grading and packing  
facilities, pack houses for mango, banana,  
potatoes and other fruits and vegetables in  
Maharashtra, Punjab and other states. Some

of these projects are already functioning while  
others are under implementation;

- recognition and upgradation of laboratories to  
provide exporters with testing facilities of  
international standards, implementation of  
residue monitoring plans for drug and pesticides  
for export of egg products, honey and fresh  
grapes, development of pre harvest and post  
harvest manuals for handling of fruits and  
vegetables having export potential etc.;
- implementation of Eurep gap standards in the  
farms producing grapes, mangoes and  
pomegranates for exports to the European  
market, jointly with Federation of Indian  
Chambers of Commerce and Industry and  
Organization of training programs;
- efforts to secure market access for Indian  
mangoes into Japan, China and Australia,  
(China opened its markets for Indian mangoes),  
for basmati rice in Mexico, meat in Saudi Arabia  
and other countries. (Saudi Arabia lifted the ban  
on import of mutton and buffalo meat from  
India); and
- participation in international fairs and exhibitions  
to promote Indian fresh and processed foods  
and floriculture products.

(b) Efforts of APEDA have resulted in an over all  
growth in export of products under its purview as  
detailed below:—

Quantity in metric tons; Value rupees in crores

Item	2002-03		2003-04		2004-05	
	Quantity	Value	Quantity	Value	Quantity	Value
1	2	3	4	5	6	7
Floriculture and Seeds	10657.65	266.83	35829.36	303.15	32569.68	273.93
Fruits and Vegetables	933654.83	1086.75	1291306.97	1457.26	1240700.23	1299.93
Processed Fruits and Vegetables	423924.61	1206.93	429797.92	1125.81	589976.71	1462.72

1	2	3	4	5	6	7
Animal Products	359726.28	1800.53	793467.42	2024.81	629550.2	2252.33
Other Processed Foods	988950.37	1720.11	1279619.06	2316.44	616755.91	2032.34
Cereals	8834781.95	7746.80	8109347.48	6956.69	7971077.63	8933.62
<b>Total</b>	<b>11551695.69</b>	<b>13827.95</b>	<b>11939368.21</b>	<b>14184.16</b>	<b>11080630.36</b>	<b>16254.87</b>

Source: APEDA

(c) APEDA has been instrumental in giving impetus to the development of export related infrastructure, improvement in quality of agri produce, market access for Indian fruits and vegetables in various countries and contributing significantly to export of fresh and processed food products.

[English]

#### Import of Scrap

4040. SHRI SURESH ANGADI:

SHRI PRABHUNATH SINGH:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether import of live or used arms and ammunition is banned;

(b) if so, the reasons for allowing import as scrap;

(c) the number of cases of seizure of live shells in imported scrap reported to the Union Government;

(d) the ports from where these scraps are being shipped to India;

(e) the number of firms black listed so far;

(f) the action taken against such firms;

(g) the number of persons killed/injured in explosion of shells from war scrap during the last three years in Delhi and Uttar Pradesh; and

(h) the steps taken by the Government to check the import of the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Import of live or used arms or ammunition is restricted and a license is required from the Directorate General of Foreign Trade (DGFT).

(b) Steel scrap is a raw-material for steel making and is consumed by various types of furnaces such as Electric arc, induction furnaces located all over India.

(c) to (f) The field formations of Customs have reported cases where live shells were found in imported scrap even though they were accompanied by a Pre-Shipment Inspection Certificate from an Agency listed in Appendix-V of the Handbook of Procedures, 2004-09. These consignments were shipped to India from the Middle East countries. Based on a risk assessment analysis it has been decided to allow import of metallic scrap from two ports, namely, Bandar Abbas, Iran and Hodaideh, Yamen in shredded form only.

The following Pre-Shipment Inspection Agencies have been temporarily suspended for issue of Pre-Shipment Inspection Certificate until a thorough investigation of the matter has been undertaken and conclusions are arrived.

1. M/s. Gulf Inspection International Co. (KSC), Kuwait.
2. M/s. Alex Stewart International Corporation, Rotterdam.
3. M/s. BSI Inspectorate Ltd. Essex.
4. M/s. Shin Nihon Kentel Kyokai, Japan.

5. M/s. Intertek Group Plc, London.
6. M/s. Bureau Veritas, Madagaskar.
7. M/s. WLSI Group and Affiliates, USA.
8. M/s. American Assessors (India) Pvt. Ltd., Hyderabad.

(g) As per available information, the details are as follows:—

Year	Uttar Pradesh		Delhi	
	Killed	Injured	Killed	Injured
2003	—	—	—	—
2004	11	12	—	—
2005	—	—	—	—
<b>Total</b>	<b>11</b>	<b>12</b>	<b>—</b>	<b>—</b>

(h) As a part of the tightening of the regime governing import of heavy metallic scrap, Government has laid down certain new guidelines and procedures in consultation with other Ministries including Home Affairs, Steel, Revenue and Shipping. The regime for import of metallic scrap is under constant review by a Committee of Secretaries (COS) in order to achieve a balance between the security aspect and the need to ensure adequate availability of scrap for the steel industry in the country.

#### **Production Oriented Welfare Scheme**

4041. DR. K.S. MANOJ: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Government has finalized the Production Oriented Welfare Scheme for Coir workers; and

(b) if so, the details thereof?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) The Central Government

has approved the "Productivity Enhancement Linked Coir Workers' Welfare Scheme" for implementation during 2005-06, on an experimental basis, at a total cost of Rs. 130 lakh.

(b) The activities envisaged under the scheme (to be implemented by the Coir Board in clusters with higher concentration of coir-workers) include:—

- (i) Setting up Common Facility Centres for white fibre extraction by mechanical means, for dyeing and bleaching and stenciling.
- (ii) Construction of worksheds at traditional coir fibre extraction sites and yarn spinning sites, subject to a maximum of Rs. 15,000/- per workshed.
- (iii) Provision for drinking water and toilet facilities at work site.
- (iv) Establishment for creche attached to work site, community hall/rest room.
- (v) Construction of foot bridges across canals to work sites critical for development of industry in a village.

#### **Functioning of NCERT**

4042. SHRI C.K. CHANDRAPPAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government had set up an inquiry committee to look into the functioning of the NCERT;

(b) if so, the details thereof alongwith the composition and terms of reference of the Committee;

(c) whether the inquiry committee has submitted its report;

(d) if so, the main findings thereof; and

(e) the action taken by the Government on the findings of the report of the inquiry committee?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Shri S. Sathyam, retired Secretary to the Govt. of India, has been entrusted to conduct an

enquiry into the functioning of the NCERT. The following are the terms of reference of the inquiry:—

- (i) To probe specific complaints/allegations leveled against the officers/staff members of the NCERT.
- (ii) To look into administrative lapses, financial irregularities, if any, committed in the functioning of the NCERT.
- (iii) To review the structures and the systems and recommend modifications bearing in mind the 'basic principles for governance' enunciated and the solemn pledge made in the Common Minimum Programme (CMP).
- (iv) To examine and propose further action on the Enquiry Report submitted by Smt. Kumud Bansal in respect of complaints against Shri J.S. Rajput, former Director, NCERT.
- (v) Any other issue referred to him by the Government of India.

(c) to (e) The Committee is yet to submit its complete Report.

#### **Constitution of Committee to Draft Legislation**

4043. SHRI P.C. THOMAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has constituted a small committee of political leaders to look into the issue of the draft legislation in the light of the Seven Member Constitution bench order in the P.A. Inamdar vs. State of Maharashtra case;

(b) if so, the details thereof alongwith the composition, terms and condition thereof;

(c) whether the Committee hold discussions with all the stake holders including leaders of the minority communities;

(d) if so, the details thereof;

(e) whether during the discussions on the proposed bill, the Government has not included the leaders of

the communities which are in the forefront in running higher education institutions of high quality;

(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 HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (g) A broad consensus among all the political parties in Parliament was arrived at, on 23-08-2005 that:—

- (i) A Central Law should be drafted to address the issue of social justice;
- (ii) The rights of minorities shall be protected under Article 30 (1) of the Constitution; and
- (iii) Representatives of political parties would offer continuous guidance in drafting the proposed legislation.

Consequent to the above consensus, consultations have since been held and it has been decided to introduce a Bill in Parliament.

#### **Villages Covered under UNDP Projects**

4044. SHRI MANORANJAN BHAKTA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of villages in the country covered by UNDP Projects aimed to empower women, State-wise;

(b) the number of such projects being implemented in Andaman and Nicobar Islands; and

(c) the performance of these projects and number of women benefited under these projects, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) to (c) A statement showing the details of number of villages covered, performance of Projects and number of women benefited is enclosed.

No such project is being implemented in Andaman and Nicobar Islands.

**Statement***The Details of UNDP Projects and Number of Women Benefited State-wise***I. Social Mobilisation around Natural Resource Management for Poverty Alleviation—Ministry of Rural Development**

Sl. No.	State	No. of villages	No. of Women benefited
1.	Jharkhand	1723	38650
2.	Orissa	472	25535
3.	Rajasthan	303	22947

**II. Food Security Programme—Ministry of Agriculture**

Sl. No.	State	No. of villages	No. of Women benefited
1.	Andhra Pradesh	558	16796
2.	Orissa	1544	162774
3.	Uttar Pradesh	357	8939

The two projects have performed well in the field and the key impacts are:—

- (i) Mobilisation of women into self help groups for collective saving, planning and implementation;
- (ii) Technical and management capacity building of women for natural resource management;
- (iii) Improved package of practice of agriculture;

- (iv) Improvement in local availability of good grains;
- (v) Improvement in household income;
- (vi) Greater control of women over the incomes, resources and their use; and
- (vii) Linkages established with district and block government departments for women to access ongoing government schemes.

**III. Disaster Risk Management Programme at Village Level—Ministry of Home Affairs**

Sl. No.	State	No. of villages covered	DMC Members trained	DMT Members trained in First Aid	DMC Members trained in search and rescue
1	2	3	4	5	6
1.	Assam	11925	5579	581	298
2.	Bihar	12856	1895	565	610

1	2	3	4	5	6
3.	Delhi	5820	969	150	1137
4.	Gujarat	11342	9887	4773	1111
5.	Maharashtra	11474	101	12	12
6.	Meghalaya	5767	1396	118	85
7.	Orissa	23234	41437	3729	2716
8.	Sikkim	453	280	0	0
9.	Tamil Nadu	3397	996	0	0
10.	Uttar Pradesh	25527	1125	174	185
11.	Uttaranchal	8761	428	574	541
12.	West Bengal	17298	92	0	0
13.	Tripura	874	0	0	0
14.	Manipur	1180	0	0	0
15.	Mizoram	710	0	0	0
16.	Arunachal Pradesh	6658	242	80	57
17.	Nagaland	856	0	0	0
Total		148132	64427	10756	6752

#### **Restriction on Import of Food Items**

4045. SHRI ANIRUDH PRASAD ALIAS SADHU YADAV: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether some gulf countries have imposed restriction on import of food items from India;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Yes, Sir.

(b) Saudi Arabia imposed ban on import from India of marine products in 1984 and leafy vegetables in 1996 following India having been named in the reports of the World Health Organisation as one of the countries affected by Cholera. Recently, during November 2005, Saudi Arabia has banned import of live birds and hatching eggs from Asian countries, including India, in the wake of outbreak of Bird flu in some Asian countries. Earlier, during October 2005, UAE have also banned import of all poultry and poultry products from all Asian countries, including India.

(c) Government of India have taken up the issue with the concerned authorities at bilateral fora dealing with economic and commercial issues.

**Grab Dredging in Paradip Port**

4046. SHRI SUGRIB SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether grab dredging has been undertaken in Paradip Port to remove cargo spillage;

(b) if so, the details of various type of cargo dredged;

(c) whether the Paradip Port Trust has identified the port user, Stevedore responsible for dropping of cargo into the harbour water;

(d) if so, the details thereof; and

(e) the steps taken by the Government to recover expenditure incurred on berth face dredging in Paradip Port Trust?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Grab dredging is carried out regularly alongside the berths in Paradip Port for removal of cargo spillage. This is undertaken for removal of spillage which occurs while handling coal, coke, iron ore, chrome ore, rock phosphate and sulphur.

(c) and (d) There are a number of users handling these cargoes regularly. Grab dredging is undertaken only after certain period of time after accumulation of spillage. Port is, therefore, not in a position to identify any particular stevedore responsible for dropping of the cargo into the harbour water.

(e) Paradip Port has taken steps to recover the expenditure incurred on berth face dredging from the stevedores by imposing 20% additional levy on the labour supplied to the stevedores.

**Industrial Incentives**

4047. SHRIMATI D. PURANDESWARI:

SHRIMATI PRATIBHA SINGH:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has given a package of economic incentives and concessions to promote industrialization in some States;

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

(c) whether some of the incentives have been withdrawn by the Government;

(d) if so, the reasons therefor, State-wise; and

(e) the steps taken by the Government in this regard and to extend such incentive to other States of the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (e) The Government announced a Special package of economic incentives for promoting industrialization in the States of Jammu and Kashmir, Sikkim, Himachal Pradesh and Uttaranchal on 14-06-2002, 23-12-2002 and 07-01-2003 respectively. Under the Policy package, various concessions have been allowed to industrial units in the States which include development of industrial infrastructure, excise and income-tax exemption and subsidies under various schemes like Central Capital Investment Subsidy Scheme, Central Interest Subsidy Scheme and Central Comprehensive Insurance Scheme. These concessions were announced keeping in view that these States are hilly, remote and have poor accessibility to markets and also have poor infrastructure.

**IIAS**

4048. SHRI N.S.V. CHITTHAN:

SHRI ASADUDDIN OWAISI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether D. Bandopadhyay Committee appointed by the Government to look into the alleged irregularities in awarding scholarship and fellowship by Indian Institute of Advance Studies (IIAS), Shimla has submitted its report to the Government;

(b) if so, the main recommendations of the Committee; and

(c) the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir. D. Bandyopadhyay Committee on the Indian Institute of Advanced Study (IIAS), Shimla, which was appointed in October, 2004 to inter alia probe into 'sanctioning of fellowships during the last three years and in particular, the sudden and unusual increase in the number of fellowships sanctioned' has already submitted its final report to the Government of India.

(b) The major recommendations made by the Review Committee in its final report on the issue of fellowships include the strengthening of the Academic Committee, revision of the terms and conditions of fellows, ensuring fair distribution of fellowship among scholars of different age groups, suggestion of areas, themes or subjects for research by the Fellowship Award Committee, digitization of library and constitution of a Search Committee for the National Fellowships.

(c) The final report of the Bandyopadhyay Committee has been accepted by the Government. However, the IIAS, Shimla, being an autonomous body, the report has been sent for the consideration of its Governing Body.

[Translation]

#### **Investment by NRIs**

4049. SHRI ALOK KUMAR MEHTA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of proposals received by the Government from Non-Resident Indians;

(b) whether any complaint regarding problems being faced by these investors in making investment in India has been received; and

(c) if so, the details thereof and steps being taken by the Government to solve these problems?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) The number of proposals received from the Non-Resident Indians (NRIs) for Government approval during the last three years are as under:—

Year	No. of proposals	
2003	—	83
2004	—	49
2005	—	44

Government has put in place an investor-friendly policy for Foreign Direct Investment (FDI), including investments by NRIs, wherein FDI upto 100% is allowed under the automatic route in most sectors/activities. NRIs are also permitted to invest upto 100% in the housing and domestic airlines sectors. FDI policy and related procedures are reviewed on a continuing basis. Government has also constituted the Foreign Investment Implementation Agency to facilitate implementation of the FDI proposals.

[English]

#### **South Asian Free Trade Area Agreement**

4050. SHRI RAVICHANDRAN SIPPIPARAI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether negotiations are in progress to finalise norms for the South Asian Free Trade Area Agreement (SAFTA) which is slated to be operational from January, 2006; and

(b) if so, the details of steps taken by the Government to protect the interest of country's farmers/traders while selecting agro-commodities under (SAFTA)?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Negotiations on all the outstanding

issues of South Asian Free Trade Area Agreement (SAFTA) have been completed and SAFTA is scheduled to come into force from 1st January, 2006.

(b) The sensitive tariff lines relating to agro-commodities have been kept in India's Sensitive List (Negative List) under SAFTA. On items under Negative List, Trade Liberalisation Programme (TLP) under SAFTA would not be applicable.

#### **National Foundation for Communal Harmony**

4051. SHRI M. SHIVANNA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Foundation for Communal Harmony is working for the welfare of children in the country;

(b) if so, the details of welfare measures taken by the foundation during each of the last three years;

(c) the details of funds allocated and donations received by the foundation during each of the last three years; and

(d) the details of official and non-official members

of the foundation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) and (b) Yes, Sir. The National Foundation for Communal Harmony, inter alia, implements programme and projects for assisting the physical and psychological rehabilitation of the children, families or other victims of communal, caste, ethnic, terrorist and other form of violence/clashes which fractures social harmony.

Under the Project 'Assist', financial assistance is provided to children who become orphan or destitute due to the death or permanent incapacitation of either or both the parents or the surviving parent or the main bread earner in the affected family in communal violence, who are below poverty line, till the child attains the age of 18 years, which can be extended upto 21 years in exceptional cases.

Besides, these children are insured against personal accident for which the Foundation pays the premia to the Insurance Company.

The details of the financial assistance provided under the project 'Assist' during the last three years to the eligible children is as follows:—

Sl. No.	Year	Number of eligible children	Financial Assistance (Rs. in lakh)
1.	2002-03	2,977	107.00
2.	2003-04	4,440	174.00
3.	2004-05	6,572	298.00

(c) The Government of India provided a corpus Fund of Rs. 10.00 crores at the time of inception of the foundation. Another amount of approximately Rs. 3.00 crore has been added to the corpus in 2004 due to merger of Communal Harmony Fund with this corpus.

The donations received by the Foundation during the last three years are as under:—

Sl. No.	Year	Rs. (in lakh)
1.	2002-03	98.13
2.	2003-04	133.40
3.	2004-05	137.21

(d) The details of the Governing Council (official

and non-official) members of the foundation are as under:—

1. Home Minister, Ministry of Home Affairs, North Block, New Delhi.
2. Minister of Human Resource Development, Shastri Bhavan, New Delhi.
3. Minister of Information and Broadcasting, Shastri Bhavan, New Delhi.
4. Minister of Social Justice and Empowerment, Shastri Bhavan, New Delhi.
5. Shri Vinod Khanna, AB-8, Purana Qila Road, New Patiala House Court, New Delhi 110 011.
6. Smt. Nirmla Deshpande, 609/610, Shastri Hall, New Building, 6th Floor, Tardeo Road, Mumbai-400 007.
7. Shri D. Veerendra Heggade (Dharamadhikari) of Dharmasthala, Temple in Dakshina-Kannada, Distt. Karnataka.
8. Dr. (Smt.) Padmavathi, C/o Kalyan Singh Nursing Home, Nayndupet, Nellore District, Andhra Pradesh.
9. Shri Anil K. Shastri, A-17, Sector-39, Noida, Uttar Pradesh.
10. Smt. Ela R. Bhatt, C/o "Sewa" Opp. Victoria, Garden and Bhadra, Ahmedabad-380 001
11. Maulana Wahiduddin Khan, 'Islamic Centre', C-29, Nizamuddin (West), New Delhi.
12. Dr. Bhupen Hazarika, Hrushikesh Apartment, Flat No. 205, "F" Build, "A" Wing 1st cross lane, Swami Samartha Nagar, Andheri (West) Mumbai-110 053.
13. Shri Asghar Ali Engineer, 'Irene Cottage' Second floor, Santacruz (E), Mumbai-400 055.
14. Shri J.F. Ribeiro, The Indian Music Industry, 266 Kaachwala Building, 2nd Floor, Dr. Annie

Besant Road, Opp. Old Passport Office, Worli, Mumbai-400 030.

15. Dr. Amrik Singh, 2/26, Sarvpriya Vihar, New Delhi.
16. Shri H.S. Tandon, 181 A, Pocket C, Siddhartha Extension, New Delhi.
17. Home Secretary, Ministry of Home Affairs, North Block, New Delhi.
18. Secretary, Department of Secondary and Higher Education, Ministry of Human Resource Development, Shastri Bhavan, New Delhi.
19. Secretary, Ministry of Social Justice and Empowerment, Shastri Bhavan, New Delhi.
20. Secretary, Department of Women and Child, Development, Shastri Bhavan, New Delhi.
21. Secretary, Department of Expenditure, North Block, New Delhi.
22. Secretary, Ministry of Information and Broadcasting, Shastri Bhavan, New Delhi.
23. Additional Secretary (CS), Ministry of Home Affairs, North Block, New Delhi.
24. Secretary, National Foundation for Communal Harmony, Lok Nayak Bhawan; New Delhi.

Details of the Members of the Executive Council of the National Foundation for Communal Harmony are as under:—

1. Home Secretary, Ministry of Home Affairs, North Block, New Delhi.
2. Secretary, Ministry of Social Justice and Empowerment, Shastri Bhavan, New Delhi.
3. Secretary, Ministry of Information and Broadcasting, Shastri Bhavan, New Delhi.
4. Secretary, Department of Secondary and Higher Education, Ministry of Human Resource Development, Shastri Bhavan, New Delhi.

5. Secretary, Department of Expenditure, North Block, New Delhi.
6. Secretary, Department of Women and Child Development, Shastri Bhavan, New Delhi.
7. Additional Secretary (CS), Ministry of Home Affairs, North Block, New Delhi.
8. Secretary, National Foundation for Communal Harmony, Lok Nayak Bhawan, New Delhi.

#### **Import of Tyres**

4052. SHRI VIRENDRA KUMAR: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the names of countries from which off-the road (OTR) tyres are being imported;
- (b) whether there has been a short supply of OTR to India;
- (c) if so, the reasons therefor;
- (d) whether it has an adverse impact on coal output and also on several other areas; and
- (e) if so, the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) The major countries from which off-the road (OTR) tyres imported are Japan, France, Sri Lanka, China, Spain, Malaysia, United States of America and Singapore.

(b) to (e) All types of new pneumatic rubber tyres are importable without licence subject to payment of duty. Anyone can import as per requirement. Moreover, the production of OTR during the period 2004-05 has also increased by about 19% over 2003-04.

#### **Namak Mazdoor Aawas Yojana**

4053. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether the Union Government has formulated Namak Mazdoor Aawas Yojana for construction of houses for salt workers;
- (b) if so, the details thereof;
- (c) the share of cost borne by the Central Government;
- (d) the funds earmarked by the Union Government for the said scheme during the Tenth Five Year Plan; and
- (e) the amount released alongwith houses constructed so far, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) Yes, Sir. The Government have formulated a Central Sector Scheme called Namak Mazdoor Aawas Yojana for providing 5000 Dwelling Units to the salt labourers in the salt producing States namely, Gujarat, Andhra Pradesh, Tamil Nadu, Rajasthan and Orissa with an outlay of Rs. 24.75 Crore during the 10th Five Year Plan. The scheme commenced in the year 2003-04.

The scheme seeks to improve the living conditions of salt workers by providing dwelling units near the work place. The plinth area of each Dwelling Units is approx. 22.2 Sq.Mt., which includes one room, one kitchen, varandah and toilet.

The estimated cost of each dwelling unit, (including infrastructure facilities) shall be approximately Rs. 50,000/-. 90% of the cost of the dwelling unit shall be borne by the Central Government. Remaining 10% shall be borne by the State Government/beneficiaries/other stake-holders.

(d) The Plan allocation for the Scheme during 10th Five Year Plan is Rs. 22.50 crore.

(e) By November, 2005, approx. Rs. 5.60 Crore have been released under Namak Mazdoor Aawas Yojana. The statement showing state-wise break-up of funds released and houses constructed under the Scheme is enclosed.

**Statement**

*State-wise break-up of funds released and houses constructed under Namak Mazdoor Aawas Yojana*

**Funds Released**

Sl. No.	State	Amount released (Rs. in crore)
1.	Gujarat	2.94
2.	Rajasthan	0.57
3.	Tamil Nadu	0.66
4.	Andhra Pradesh	1.01
5.	Orissa	0.42
<b>Total</b>		<b>5.60</b>

**Houses Constructed**

State	Number of houses constructed as on 7-12-2005
Gujarat	2.94
Andhra Pradesh	97
Rajasthan	35
Tamil Nadu	—
Orissa	—
<b>Total</b>	<b>419</b>

**Violation of Reservation Policy by IITs**

4054. SHRI K. SUBBARAYAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the recruitment and promotion policy

followed by Management of the Indian Institutes of Technology (IITs), Chennai is in violation of the reservation policy of the Government; and

(b) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) IIT Madras has informed that they are strictly following the reservation rules for the Non-faculty staff of the Institute. IIT Madras has also informed that for faculty posts viz. Professor, Associate Professor and Assistant Professor, the institute is adopting the flexible complementing system in filling the post. There are faculty members from all community including SC/ST serving in the Institute.

**Women Empowerment**

4055. SHRIMATI KIRAN MAHESHWARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether attention of the Government has been drawn to the recent Report of the World Economic forum entitled "Women's Empowerment: measuring the Global gender Gap", placing India at the 53rd position out of the 58 countries surveyed on social, economic and political gender parity;

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

(c) the action taken/proposed to be taken by the Government to improve upon the role of women and for their empowerment in different fields of activities like education, health, sports and other areas as set out in the said Report?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) to (c) The Government is already seized of the matter relating to gender disparity brought out by the World Economic Forum. The parameters included in the Report undergo continuous review

through out Plan documents and steps are taken from time to time to improve the position. The Government has initiated gender mainstreaming measures at the Union and State levels to ensure that gender concerns are brought centre stage in all aspects of public expenditure and policy. The Tenth Plan has initiated action in tying up the concept of Women's Component Plan and gender budgeting exercise to develop gender perspective in planning. The efforts and progress India has achieved with respect to the critical areas on concerns identified by the Beijing Conference is given in the **Platform for Action 10 years after India Country Report**, available in departmental website <http://www.wcd.nic.in>.

**Intellectual Property Rights  
Appellate Tribunal**

4056. SHRI MADHU GOUD YASKHI: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Intellectual Property Rights Appellate

Tribunal to adjudicate disputes under TRIPS has been set up;

(b) if so, the details of disputes that it has so far adjudicated since its inception in September, 2003 year-wise;

(c) whether the post of Vice-Chairman is lying vacant since long; and

(d) if so, the reasons for not filling up of the vacancy?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) The Intellectual Property Appellate Board (IPAB) has been established under Section 83 of the Trade Marks Act, 1999 (No. 47 of 1999). A Bench of the IPAB sits at Mumbai, Kolkata, Delhi and Ahmedabad in addition to Chennai.

Since the constitution of IPAB in September, 2003, a total of 889 cases (appeals transferred and fresh appeals), have been received upto 6-12-2005. Bench-wise, year-wise break-up is given below:—

Original appeals/Application		Cases transferred from Courts	
Chennai	120	Hon'ble High Court of Madras	113
Delhi	126	Hon'ble High Court of Delhi	307
Mumbai	33	Hon'ble High Court of Bombay	23
Ahmedabad	32	Hon'ble High Court of Gujarat	69
Kolkata	34	Hon'ble High Court of Kolkata	32
<b>Total</b>	<b>345</b>		<b>544</b>

A total of 383 appeals/cases have been disposed of as on 14-3-2005. The year-wise, bench-wise, details of disposals of both transferred/original appeals upto 14-3-2005 is given in the enclosed statement.

(c) and (d) The post of Vice-Chairman fell vacant on 14-3-2005. Action has already been initiated to fill up this post.

## Statement

Total No. of Disposals  
(both Transferred and Original Appeals/Application)

	2003			2004			Upto 14-3-2005			Grand Total		
	TA/TRA	OA/ORa	Total	TA/TRA	OA/ORa	Total	TA/TRA	OA/ORa	Total	TA/TRA	OA/ORa	Total
Chennai	10	0	10	78	40	118	21	20	41	109	60	169
Delhi	0	0	0	95	4	99	41	8	49	136	12	148
Mumbai	0	0	0	4	1	5	0	2	2	4	3	7
Ahmedabad	0	0	0	14	0	14	26	0	26	40	0	40
Kolkata	0	0	0	10	2	12	4	3	7	14	5	19
<b>Total</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>201</b>	<b>47</b>	<b>248</b>	<b>92</b>	<b>33</b>	<b>125</b>	<b>303</b>	<b>80</b>	<b>383</b>

TA—Transferred Appeals

TRA—Transferred Rectification Applications

OA—Original Appeals

ORA—Original Rectification Applications

### Import of Soft Wood

4057. SHRI M.K. SUBBA: Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) whether the Government has any proposal to import soft wood from Myanmar to revive the plywood industry in the North East;

(b) if so, the details thereof; and

(c) the manner by which it will be beneficial for plywood industry?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) to (c) As per the information received from the Department of Industrial Policy and Promotion, they do not have any proposal for the import of soft wood. The wood, including soft wood, are classified under Chapter 44 of Import Trade Classification (Harmonized Systems) and are freely importable under Open General Licence. Further, under the liberalized economic regime, investment decisions, including those relating to imports, are taken by entrepreneurs based on their commercial perceptions.

### Coir Cluster

4058. SHRI IQBAL AHMED SARADGI: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Union Government has received any request from State Government of Karnataka for financial assistance for the proposed Channapatna Coir cluster;

(b) if so, the details thereof; and

(c) the action so far taken by the Government thereon?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) to (c) A proposal was received by the Ministry of Commerce and industry from the Government of Karnataka for financial assistance

for the proposed Channapatna Coir cluster under the Industrial Infrastructure Upgradation Scheme (IIUS). The Government of Karnataka was informed, in June, 2005, that the proposal was not feasible as per the guidelines of IIUS. A revised proposal has since been received from the State Government in December 2005.

### Export of Ships

4059. SHRI SUBRATA BOSE: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Indian Ship-Building industry have been exporting ships to other countries;

(b) if so, the details of tonnage and countries to which exported;

(c) whether the vast potential for exports to Latin-American countries has been examined and tapped; and

(d) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. There are 4 Shipyards under the administrative control of Ministry of Shipping, Road Transport and Highways and 3 under the administrative control of Ministry of Defence. Out of the four Shipyards under the administrative control of Ministry of Shipping, Road Transport and Highways, only Cochin Shipyard Limited, Kochi has been exporting ships to other countries. Two out of the three shipyards under the administrative control of Ministry of Defence, Mazagaon Dock Limited, Mumbai and Goa Shipyard Limited, Goa have been exporting ships to other countries. A statement indicating the details of tonnage and countries to which the above mentioned Shipyards have exported is enclosed. It does not contain information about private sector Shipyards.

(c) and (d) Amongst the PSU Shipyards, only Goa Shipyard Limited has participated in Latin America Defentech (LAD-03) Exhibition held in Brazil from 22nd to 25th April, 2003 to explore the potential for exports to Latin American countries. However, no specific enquiry for any of the company's products has been received by Goa Shipyard Limited.

**Statement***Detail of Ships exported to other countries alongwith tonnage***Ministry of Defence**

Type of Ship with Tonnage	Nos.	Country to which exported	Year of Export
1	2	3	4
<b>Mazagon Dock Limited</b>			
Slop Barge 965T	1	Saudi Arabia	1974
Bulk Carriers 2500T	2	Singapore	1976
Lighters with Hatches 300, 400 and 500T	76	Iran	1977
Lighters, 300, 400 and 500T	33	Iran	1977
Lighters 300T	8	Yemen	1977
General Cargo Barges 150T	26	Yemen	1978
Flat Top pontoons	3	Yemen	1978
General Cargo Barges 300T	4	Yemen	1978
Flat Top pontoons 200T	3	Yemen	1978
General Cargo Barges 300T	4	Yemen	1979
General Cargo Ships 3800T	6	United Kingdom	1979
Water Carriers 9000T	2	Iran	1980
Cargo Barges 150T	9	Yemen	1981
Flat Top Pontoon 300T	20	Yemen	1981
Tugs 30T	3	Yemen	1981
Launches 30T	3	Yemen	1981
Flat Top Pontoon 200T	17	Yemen	1981
Launches 5T	10	Mozambique	1982
Suction Hopper Dredger (1600 cu.m.) 3200T	1	France	2000
<b>Goa Shipyard Limited</b>			
5.5T Tug (Tonnage of Vessel: 121 Tonnes)	1	Republic of Maldives	1997

**Ministry of Shipping, Road Transport and Highways**

Type of Ship with Tonnage	Nos.	Country to which exported	Year of Export
1	2	3	4
<b>Cochin Shipyard Limited</b>			
Ocean Going Vessel Cargo/Launch 13161T	1	Abu Dhabi	2003
Fire Fighting Tugs 498T	6	Jaddah	2004/2005

**Export Processing Zones**

4060. SHRI E.G. SUGAVANAM: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government propose to convert existing export processing zones into SEZs;

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

(c) the time by which these are likely to be converted?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (c) All the eight Export Processing Zones (EPZs) set up at Kandla and Surat (Gujarat), Santa Cruz-Mumbai (Maharashtra), Cochin (Kerala), Chennai (Tamil Nadu), Vishakhapatnam (Andhra Pradesh), Falta (West Bengal), Noida (Uttar Pradesh) have already been converted into Special Economic Zones (SEZs) and no other EPZ remains for conversion into SEZ.

**Growth of Small Scale Industry**

4061. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of SMALL SCALE INDUSTRIES be pleased to state:

(a) whether the Government proposes to provide assistance to small enterprises for marketing their products and services;

(b) if so, the details thereof;

(c) whether the Government intend to seek assistance from big companies in this regard;

(d) if so, the details thereof; and

(e) the extent to which the small scale industries have shown growth during the last three years?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) and (b) The Central Government implements a number of schemes and programmes to assist the small enterprises in marketing their products and services. These include reservation of items for exclusive purchase by the Government from the small scale industries (SSI), relaxation under Government Store Purchase Programme, financial assistance to SSI units for participation in trade fairs/exhibitions at national level, establishment of sub-contracting exchanges, vendor development programme for facilitating buyers-sellers meet, reimbursement of the cost upto Rs. 75,000/- of obtaining ISO-9000/14001 certification, reimbursement of the cost upto Rs. 15,000/- of bar coding, etc.

(c) and (d) National and State level vendor development programmes-cum-buyers-sellers meets and exhibitions are organised regularly through Small Industries Service Institutes (SISIs) at different places in the country in which large buyers, including companies, participate.

(e) The details of growth of the SSI Sector during the last three years are as under:—

Year	No. of SSI Units (in lakhs)	Share in total industrial production (%)	No. of persons employed (in lakh)	Share in Exports (%)
2001-02	105.21	39.62	249.09	34.29
2002-03	109.49	39.52	260.13	34.03
2003-04	113.95	39.42	271.36	33.49

#### Development of Rubber Plant

4062. SHRI S.K. KHARVENTHAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has implemented/propose to implement any scheme for development of rubber plantation in the country; and

(b) if so, the details thereof and the amount earmarked for the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) Yes, Sir. The Government through Rubber Board is implementing seven Plan Schemes for development of rubber plantations in the country during the 10th plan period with an outlay of Rs. 415 crore. In 2005-06, the allocation for these schemes is as follows:—

Name of Schemes	Budget sanctioned for 2005-06 (Rs. crore)
1	2
Rubber Plantation Development	34.30
Research	11.00
Processing, quality upgradation and product diversification	16.09
Export Promotion of Natural Rubber	0.56
Market development	6.60

	1	2
Human Resource Development		8.05
Rubber development in NE region		20.00
Total		96.60

The programmes for the development of rubber plantation include assistance for purchase and distribution of critical inputs to the small growers through Rubber Producers' Societies, promoting formation of grassroots level organisations of farmers at village level, supporting Model Rubber Producers' Societies, maintenance of tribal plantations, implementing integrated village level rubber development programmes in non-traditional regions, assistance for irrigation and boundary protection, etc.

[Translation]

#### Levy of Toll Tax

4063. SHRI SUSHIL KUMAR MODI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government had issued a notification in 1997 for the levy of toll tax on bridges;

(b) if so, the details thereof;

(c) whether the proposal submitted by the Government of Bihar to the Union Government on 25th February, 1999 for fixing the rates of toll tax to be charged on Mahatma Gandhi Bridge on river Ganga in Hajipur-Patna Section of National Highway No. 19 is still pending with the Union Government.

(d) if so, whether the amount collected from toll tax has crossed more than one and a half times of the amount of Rs. 87 crores spent on the construction of the said bridge;

(e) if so, whether the Government proposes to stop the levying of toll tax on the said bridge; and

(f) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) The Government, in the year 1997, notified the following Rules for regulating collection of users' fee on the use of National Highway Sections and permanent bridges on National Highways.

(i) The National Highways (collection of fees by any person for the use of section of National Highways/permanent bridge/temporary bridge on National Highways) Rules, 1997.

The Rules empower the Central Government to permit any person to collect and retain the users' fee at an agreed rate in respect of projects funded by such person.

(ii) The National Highways (Fees for the use of National Highways Section and Permanent Bridge—Public Funded Project Rules, 1997).

The Rules prescribe the general conditions, modes of collection and deposit of the users' fee collected on Public Funded Projects including Bridges; The Rules also empower the Government to collect the Users' fee in perpetuity.

(iii) The National Highways (Rate of Fee) Rules, 1997.

The Rules prescribe that the rate of Users' fee to be levied on bridges shall be determined and notified having regard to the expenditure involved in the construction, maintenance and management operation of the bridges.

(c) Proposal submitted by Government of Bihar in 1999 to Union Government for fixing the rates of toll tax was found deficient. The notification specifying the rates of fees to be recovered from the users of the bridge was issued on 27th September, 2005.

(d) to (f) The toll collected on this bridge upto September 2005 is Rs. 103.18 crores which is more than the cost of the bridge of Rs. 87.22 crores. However, the toll has to be collected in perpetuity as per the above rules.

#### **Non-Payment of Loans by Farmers**

4064. SHRI HANSRAJ G. AHIR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the provisions for imprisonment of farmers exist in the respective laws of various States against the failure of farmers to pay off their debts;

(b) if so, whether the Union Government has initiated action to get such provisions amended in the wider interests of farmers;

(c) if so, whether the Union Government has issued directives to the respective State Governments in this regard; and

(d) if so, the reaction of the respective State Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGHUPATHY): (a) to (c) The Central Government has written to all the State Governments urging them to review the State Laws for the removal of provisions of arrest and detention for the recovery of loans from the defaulting farmers.

(d) The State Governments of Madhya Pradesh, Nagaland and Orissa have indicated that the provision of arrest and detention for the recovery of loans from the defaulting farmers do not exist in their State Acts. The Government of Kerala has indicated that they are not using this provision against small and marginal farmers. The State Governments of Maharashtra and Punjab have indicated that the matter is under their examination.

#### **School Development Fund**

4065. SHRI BRAJESH PATHAK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the investigation work regarding

irregularities committed in the School Development Funds in Kendriya Vidyalayas has since been completed by the office of the Chief Controller of Accounts of the Ministry of Human Resource Development and the Director-General, Audit Central Revenues;

- (b) if so, the details thereof;
- (c) whether the Government has taken any action on the basis of the inquiry report;
- (d) if so, the details thereof; and
- (e) if not, the reasons for the delay therein?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The Office of the Chief Controller of Accounts of the Ministry of Human Resource Development has completed the investigations on diversion of Vidyalaya Vikas Nidhi (VVN). The main findings of the audit are as under:—

- (i) Operation of Vidyalaya Vikas Nidhi outside the Kendriya Vidyalaya Sangathan (KVS) regular budget was without the approval of Government of India. Collection of funds for VVN was not taken into account while projecting the non-plan requirement from the Government.
- (ii) Utilization of funds from the VVN was kept outside the purview of any audit. In the absence of these funds being not depicted in the Annual Accounts of KVS, irregularities in transaction from these funds remained undetected.
- (iii) Diversion of funds from the VVN to the Headquarters is not permitted under the Accounts Code of KVS and hence irregular.
- (iv) The entire expenditure from the VVN was incurred in great hurry in a most unplanned manner without fixing the financial and physical norms and other needs of financial propriety or procedures.
- (v) Diversion of funds from Vidyalaya Vikas Nidhi for purchase of land and constructions of temporary building etc. is not permissible.

As regards investigation by Director General of

Audit, Central Revenues, (DGACR), documents have been inspected, but no report has been given.

(c) to (e) Action against the concerned officials of Kendriya Vidyalaya Sangathan is under process.

[English]

#### **Industrial Estate**

4066. SHRI JUAL ORAM: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the number of irregular industrial estates in Delhi and other States which are under National Capital Region (NCR);
- (b) whether the Government proposes to regularize some of those industrial estates;
- (c) if so, the details thereof; and
- (d) the steps taken by the Government so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) to (d) The information is being collected from the Ministry of Urban Development and will be laid on the Table of the House.

#### **Loans for Education**

4067. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Central Advisory Board for Education has observed that the beneficiaries of the education loan from Commercial Banks belong to rich and affluent families;
- (b) if so, the steps taken by the Government in this regard;
- (c) if so, the details thereof alongwith action taken in this regard; and
- (d) whether the CABE has urged Government to set up a Higher Education Finance Corporation as recommended by Swaminathan Committee to ensure disbursement of loans only to the needy and deserving students?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir. The CAGE Committee on "Financing of Higher and Technical Education" has only expressed the apprehension that "weaker sections of the society may not be able to benefit much from the loan scheme as it is being currently operated" due to collateral and other considerations. However, under the existing educational loan schemes, the banks cater to all those who are eligible for the loans.

(b) and (c) Do not arise.

(d) The CAGE Committee has recommended for setting up of a body like Higher Education Finance Corporation (HEFC) and has suggested that "loans are to be designed in such a way that economically needy and meritorious students feel assured of the financial assistance".

#### **Vacant Post of Principals**

4068. DR. P.P. KOYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of senior secondary schools functioning under Lakshadweep Administration;

(b) the number of posts of Sr. Sec. School Principals sanctioned, created and posted;

(c) the number of posts of the Principals laying vacant and since how long; and

(d) the steps contemplated to fill the vacant posts of Principals?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) There are eight Senior Secondary Schools in Lakshadweep.

(b) There are four sanctioned posts of Principal in Senior Secondary Schools in Lakshadweep. Only one post of Principal is filled up at present.

(c) Three posts of Principal are lying vacant, out of which one is vacant since 1-4-2002 and two posts are vacant since 5-3-2003.

(d) Recruitment to the vacant posts of Principal shall be made immediately on notification of revised Recruitment Rules.

#### **New Law for Undertrial**

4069. SHRI RAM KRIPAL YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to enact a new law to provide relief to undertrials; and

(b) if so, the details in this regard alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) and (b) The Code of Criminal Procedure (Amendment) Act, 2005 has inserted a new provision relating to undertrials viz. Section 436A of the Code of Criminal Procedure, 1973 which provides that no person accused of an offence under any law (not being an offence for which death is a punishment) shall be detained during the period of investigation, inquiry or trial for more than the maximum period of imprisonment prescribed for that offence under the law. Further the court shall release an accused on his personal bond if he has undergone detention for a period extending to one-half of the maximum period of imprisonment specified for that offence under the law. However, the Court may after hearing the Public Prosecutor and or reasons to be recorded by it in writing order the continued detention of such person for a period longer than one-half of the said period or release him on bail instead of the personal bond.

#### **Development Project for Alang Shipyard**

4070. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Gujarat for development of Alang Shipyard in Gujarat;

(b) if so, the details thereof;

(c) the action taken by the Union Government thereon; and

(d) the time by which the development work is likely to be started and implemented?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) to (d) Do not arise.

#### UNFPA Report on Death of Women During Child Birth

4071. SHRI REWATI RAMAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a quarter of women dying during child birth in the world are Indians as reported by the UNFPA and its State of the World Population 2005 report;

(b) if so, the salient features of the report;

(c) the reaction of the Government thereto; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) to (d) The State of World Population-2005, a publication of UNFPA has outlined the inter-relationship between poverty, discrimination and mother's survival. The report mentions that one-quarter of all maternal deaths occurring in the year 2000 were in India alone. The report has based this figure on an estimated maternal mortality rate of 540 per 100000 live births. However, based on the official estimates of Registrar General of India for 1998, the maternal mortality rate was estimated as 407 per 100000 live births. Based on this estimate, the number of maternal deaths in India is likely to be fewer than those estimated in the UNFPA's report.

It is a fact that compared to many other countries in the world, the maternal mortality rate of India is on the higher side. The Government is seized of this fact and the goal of reduction of maternal mortality rate to less than 100 by the year 2010 has been incorporated in the National Population Policy-2000 and the National Health Policy Goals-2002.

For achieving this goal, a Reproductive and Child Health Programme is under implementation in all States and UTs of the countries since 1997. A number of interventions are being implemented for improving the maternal and child health and bringing down mortality rates as part of this programme.

The interventions for improving maternal health are essential obstetric care, emergency obstetric care, referral transport for pregnant women with complications of pregnancy through Panchayat, provision of drugs and equipments at First Referral Units (FRUs), provision of contractual staff like additional Auxiliary Nurse Midwife (ANMs), staff nurses and hiring of anaesthetists. In the second phase of the RCH Programme, provision has been made to accelerate the decline of Maternal Mortality and Morbidity by introducing new interventions like operationalisation of First Referral Units (FRUs), providing 24-hour delivery and new-born care services at Community Health Centres (CHCs) and Primary Health Centres (PHCs) and training of ANM and LHV to become skill birth attendants.

Government of India have also recently launched the National Rural Health Mission (NRHM) in order to improve the availability of and access to quality health care including services for Immunization and Safe Motherhood. The mission seeks to provide effective health care to rural population throughout the country with special focus on 18 States, which have weak public health indicators and/or weak infrastructure. These States are Arunachal Pradesh, Assam, Bihar, Chhattisgarh, Himachal Pradesh, Jharkhand, Jammu and Kashmir, Manipur, Mizoram, Meghalaya, Madhya Pradesh, Nagaland, Orissa, Rajasthan, Sikkim, Tripura, Uttaranchal and Uttar Pradesh. The Mission will operate over a period of seven years from 2005 to 2012. Under the NRHM, the services provided under the RCH Programme will be strengthened through:—

- Implementation of Janani Suraksha Yojana (JSY) under which cash incentives are provided to pregnant women belonging to families Below Poverty Line (BPL) if they deliver at a health center/hospital.
- Appointment of Accredited Social Health Activist (ASHA) for every village with a population upto

1000. ASHA will facilitate in accessing health care services to the community and will have specific responsibility of mobilizing pregnant women for antenatal care, institutional delivery and post-natal checks and immunization to children.

- Operationalising 2000 Community Health Centers as First Referral Units (FRU) for providing Emergency Obstetric and Child Health services.
- Making 50% Primary Health Centers functional for providing 24-hours delivery services, over the next five years.
- Ensuring quality of services by implementing Indian Public Health Standards (IPHS) for Primary Healthcare Facilities.

#### **Export of Tea**

4072. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) whether a delegation of the Tea Board visited Egypt, Iran and the United Arab Emirates;
- (b) if so, whether the visit is aimed at boosting tea exports from India;
- (c) whether there has been a great demand for Assam orthodox tea;
- (d) the other purpose of the visit of the Board;
- (e) whether any agreement with these countries has been signed; and
- (f) if so, the extent to which the visit is likely to be proved successful by boosting exports?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) Yes, Sir.

(c) While Iran and United Arab Emirates are orthodox tea consuming countries, Egypt is a CTC (Cut-Tear-Curl) tea consuming country. As per the available

information, there is demand for Assam orthodox teas in UAE and Iran.

(d) The purpose of the visit was for establishing contacts and building business relationship with a view to increase tea exports from India to Egypt, Iran and the United Arab Emirates.

(e) No, Sir.

(f) The visit of the delegation has helped in generating much goodwill which is expected to result in increased tea exports from India.

#### **Surfacing of Roads by Concrete**

4073. DR. VALLABHBHAI KATHIRIA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether the Government is considering the surfacing of Roads by Concrete instead of Bitumen;
- (b) if so, the details thereof;
- (c) whether it is a fact that concrete roads are last longer, save fuel, withstand extremes of weather and are pollution free;
- (d) if so, the plans to concretize 65,000 Kms. of National Highways by using unutilized 20% production capacity of cement in the country;
- (e) whether the fuel savings would amount to Rs. 14,500 crores a year if entire National Highways are concretized; and
- (f) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (d) Concrete roads have certain advantages over Bituminous roads like longer life cycle, ability to withstand extremes of temperature, low maintenance cost and are considered a better option in situations like weak soil with low bearing capacity, high rainfall areas, built-up areas with inadequate surface drainage facilities, heavy axle load etc. Keeping these advantages and suitability in view, the Government encourages the use of concrete roads in specific situations. However, concrete roads have

certain drawbacks like higher initial cost, uncomfortable riding due to joints, more wear and tear of tyres, requirement of high degree of quality control during construction, rebuilding of entire pavement in case of failure, difficulties in widening of the pavement and higher noise levels etc. As such, there is no proposal to concretize the entire 65,000 km. of National Highways.

(e) and (f) No such specific assessments has been made.

#### **Sex Education in School Curriculum**

4074. SHRI KAMLA PRASAD RAWAT:  
SHRI DALPAT SINGH PARSTE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to introduce sex education in school curriculum;

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

(c) whether Government has sought the views of experts in this regard;

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

(e) if not, the reasons therefor; and

(f) the time by which it is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The National Curriculum Framework 2005 reflects reproductive and sexual health needs of adolescents and recommends integration of these elements in the content and process of school education. Under the National Population Education Project being implemented in school education sector a comprehensive Adolescence Education Programme is being implemented by States and Union Territories. It is focused on providing accurate and authentic knowledge about the process of growing up (sexual development during adolescence) HIV/AIDS and substance abuse.

(c) to (e) NCERT organized a National Seminar on Adolescence Education in April 1993 which recommended the introduction of adolescence education in all stages

of schooling. It was attended by experts, psychologists, social scientists, pedagogues, activists in the area of sex education and AIDS education, teacher educators, teachers and parents. Based on the national consensus and as a follow up of the recommendations of this Seminar, NCERT developed its conceptual framework through consultations in four regional seminars.

(f) Adolescent education elements have been included in the syllabi for classes VIII to XII. Some of the elements, especially on HIV/AIDS, have been integrated in syllabi and textbooks of a number of States. As and when the syllabi and textbooks are revised, efforts are made to integrate these elements.

#### **Modernisation of Cottage Industries**

4075. SHRI KISHANBHAI V. PATEL:  
SHRI BRAJA KISHORE TRIPATHY:  
SHRI BADIGA RAMAKRISHNA:

Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Government has launched a new programme to revamp the functioning of Khadi and Village Industries Commission;

(b) if so, the details thereof;

(c) whether the Government proposes to modernise various cottage industries;

(d) if so, the details thereof;

(e) whether there is decline in employment generation in agro/cottage and khadi industries;

(f) If so, the reasons therefor; and

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

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) and (b) In the National Common Minimum Programme, the Government has declared to revamp the Khadi and Village Industries Commission (KVIC). Towards this objective, the Government appointed a ten-member Expert Committee.

On the basis of the recommendations of the Expert Committee, "The Khadi and Village Industries Commission (Amendment) Bill, 2005", to amend the Khadi and Village Industries Commission Act, 1956, was introduced in the Lok Sabha on 22 August 2005. Further action on the Bill has also been initiated based on the recommendations of the Department-related Parliamentary Standing Committee on Industry on this Bill.

(c) and (d) The Central Government has approved the Scheme of Fund for Regeneration of Traditional Industries (SFURTI). This Scheme envisages the development of 100 clusters in the khadi, coir and village industries sector over five years beginning 2005-06. The guidelines of SFURTI are available on the website of the Ministry of Agro and Rural Industries at <http://ari.nic.in>.

(e) Employment in the khadi and village industries sector has shown some growth over the last 3 years, as detailed below:—

Year	Employment (lakh persons)	
	Khadi	Village Industries
2002-03	8.58	57.87
2003-04	8.61	62.58
2004-05	8.64	68.14

(f) and (g) Do not arise.

#### **Legislation to Regulate Pvt. Professional Institutions**

4076. SHRI P.C. THOMAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has finalised the Bill to regulate Private Professional Education Institutions;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) Professional Education, including such education imparted by Private Professional Educational Institutions is regulated by the appropriate Act of Parliament such as the All India Council for Technical Education (AICTE) Act, for maintaining standards therein.

#### **Computer Education**

4077. SHRI SUGRIB SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government has asked the States and UTs to prepare Computer Education Plan for IT education in Schools under Information and Communication Technologies Scheme;

(b) if so, the details and the response received by the Government from various States/UTs;

(c) the names of the States to whom the Union Government has given assistance during 2004-05, State-wise;

(d) the details of the criteria and the terms and conditions for such assistance; and

(e) the number of schools so far benefited under the said scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) Computer Education Plans have been received from the States/UTs of Karnataka, Nagaland, Goa, Sikkim, Daman and Diu, Rajasthan, Bihar, Jammu and Kashmir, Kerala, Madhya Pradesh, Punjab, Orissa, Uttaranchal, Haryana, Lakshadweep, Maharashtra, Arunachal Pradesh, West Bengal, Uttar Pradesh, Chhattisgarh, Tamil Nadu, Mizoram and Delhi.

(c) to (e) The Scheme of ICT @ Schools was launched in December 2004. No fresh financial assistance was released to States/UTs during 2004-05. Details of funds sanctioned to the various States/UTs and schools covered during 2005-06 is given in the enclosed statement.

The CEP received from the States/UTs should indicate the steps already taken by the State Government/UTs and the assistance, which they now require. The project proposals should inter-alia indicate number of schools in the state (Government, Government Aided), the number already having computers, the number of schools now proposed to be covered and within what period, number of students likely to be benefited, whether State Government/UT's have made provision for the State share in their budget, vendors who have been short listed for procurement of equipment, provision of training,

availability of infrastructure etc. While preparing the CEP, the State Government/UT will ensure that at least two schools are selected from each identified Educationally Backward Block for assistance under this scheme. The Union Government provides 75% of financial assistance to State/UTs. The balance 25% of funds is contributed by the State Governments/UTs. The scheme also provides for contribution of 25% of funds from the MPLAD scheme in addition or as an alternative to State Government contribution. Assistance shall be provided to special category States in the ratio 90:10.

**Statement**

*Computer Education asked by Shri Sugrib Singh Indicating the Details of Allocation of Amounts State-wise during 2005-06*

(Rs. in lakhs)

Sl. No.	States/UTs	Number of schools	Sanctioned	Amount released as 1st installment
1.	Karnataka	480	2400.00	1200.00
2.	Nagaland	53	319.59	31.96
3.	Goa	230	1150.00	292.50
4.	Sikkim	103	621.09	270.00
5.	Daman and Diu	75	66.30	25.00
6.	Rajasthan	100	500.00	53.26
7.	Bihar	180	900.00	225.00*
<b>Total</b>		<b>1221</b>	<b>5956.98</b>	<b>2097.72</b>

\*After adjustment of unspent balance.

[Translation]

**Education to Girls**

4078. SHRI NARENDRA KUMAR KUSHAWAHA:  
SHRI ASHOK KUMAR RAWAT:  
SHRI SHISHUPAL N. PATLE:  
PROF. MAHADEORAO SHIWANKAR:  
SHRI MUNSHI RAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some States are neglecting the scheme launched by the Union Government for promotion of education of Dalit girls and backward people as reported in the Dainik Jagaran dated August 27, 2005;

(b) if so, the names of the States which have not been able to implement the said scheme;

(c) the number of residential schools for the children of backward castes at block level in remote areas;

(d) the number of States which have started such schools; and

(e) the steps Government propose to get the scheme implemented in all the remaining States?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (e) Government of India has sanctioned 750 Kasturba Gandhi Balika Vidyalayas (KGBV) in 21 eligible States of the country. Out of 750 KGBV schools, 503 KGBVs are reported to be operational so far in 13 States. The States where the KGBV schools have not yet been operationalized are Arunachal Pradesh, Bihar, Haryana, Maharashtra, Meghalaya, Punjab, Tripura and West Bengal. The Central Government is closely monitoring the status of the programme.

#### Shishu Sewa Kendras

4079. PROF. MAHADEORAO SHIWANKAR:

SHRI G.M. SIDDESWARA

SHRI MUNSHI RAM:

SHRI SHISHUPAL N. PATLE:

MOHD. TAHIR:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government provides financial assistance to set up Creches for the children of women belonging to weaker sections;

(b) if so, the details thereof alongwith the funds sanctioned therefor, State-wise;

(c) whether the Government has accorded sanction to start Rajiv Gandhi Rashtriya Shishu Sewa Kendra for the infants of working and sick women as reported in *Rashtriya Sahara* dated November 25, 2005;

(d) if so, the details thereof;

(e) whether present ongoing infant schemes would also be included in this scheme;

(f) if so, the total number of centres set up under the Tenth plan;

(g) whether the Government proposes to enhance the number of such centres;

(h) if so, whether the amount under the scheme has been increased for each shishu sewa kendra; and

(i) if so, the details of enhanced amount?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) Yes, Sir.

(b) Creches set up under the scheme provides services to the children which include sleeping and day-care facilities, supplementary nutrition, immunization, medicines and entertainment. State-wise details of the funds released during the last three years are given in the enclosed statement.

(c) The Government has accorded sanction to start Rajiv Gandhi National Creche Scheme for the Children of Working Mothers.

(d) The scheme provides enhancement in financial norms and expansion in the number of creches.

(e) Existing two Schemes i.e. National Creche Fund Scheme and Scheme of Assistance to Voluntary Organizations for running Creches for the Children of Working/Ailing Women have been merged in this Scheme.

(f) No creche has been sanctioned so far under the Rajiv Gandhi National Creche Scheme for the Children of Working Mothers as the scheme is effective from 1-1-2006.

(g) and (h) Yes, Sir.

(i) The financial norms have been revised from Rs. 18,480/- to Rs. 42,384/- per creche per annum.

**Statement**

*State-wise details of funds released from National Creche Fund Scheme and Scheme of Assistance to Voluntary Organization for Creches for the Children of Working/Ailing Women during last three years*

**A. National Creche Fund**

(Rupees in lakhs)

Sl. No.	Name of the State/UT	2002-03	2003-04	2004-05
1	2	3	4	5
1.	Andhra Pradesh	83.91	88.19	176.00
2.	Arunachal Pradesh	—	—	—
3.	Assam	42.90	20.97	36.02
4.	Bihar	11.24	—	—
5.	Delhi	—	24.02	—
6.	Goa	—	—	—
7.	Gujarat	2.80	3.69	3.08
8.	Haryana	35.97	5.72	29.43
9.	Himachal Pradesh	—	—	—
10.	Jammu and Kashmir	—	—	—
11.	Jharkhand	—	—	—
12.	Karnataka	11.30	2.77	6.46
13.	Kerala	—	—	—
14.	Madhya Pradesh	9.86	1.84	2.08
15.	Maharashtra	21.17	13.08	11.83
16.	Manipur	—	6.80	2.95
17.	Meghalaya	—	—	—
18.	Mizoram	—	—	—
19.	Nagaland	—	—	—
20.	Orissa	5.82	1.84	3.69
21.	Punjab	—	—	—

1	2	3	4	5
22.	Rajasthan	0.74	—	—
23.	Sikkim	—	—	—
24.	Tamil Nadu	22.81	17.72	21.70
25.	Tripura	—	—	—
26.	Uttar Pradesh	21.22	9.98	8.31
27.	Uttaranchal	33.72	9.24	38.80
28.	West Bengal	103.68	47.12	29.61
29.	Andaman and Nicobar Islands	—	—	—
30.	Chandigarh	—	—	—
31.	Dadra and Nagar Haveli	—	—	—
32.	Daman and Diu	—	—	—
33.	Lakshadweep	—	—	—
34.	Pondicherry	—	—	—
Total		407.14	252.98	369.96

**B. Under Plan and Non-Plan Scheme (Scheme of Assistance of Voluntary Organization for Crèches for the Children of Working/Ailing Women)**

(Rs. in crore)

Sl. No.	Name of Implementing Agencies	2002-03	2003-04	2004-05
1.	CSWB	17.99	15.37	15.64
2.	ICCW	2.67	1.66	2.62
3.	BAJSS	2.03	2.20	2.04

[English]

**Jawaharlal Nehru National Urban  
Renewal Mission**

4080. SHRI RAVICHANDRAN SIPPAPARAI: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has launched any new scheme by the name of Jawaharlal Nehru National Urban Renewal Mission;

(b) if so, the details thereof;

(c) the names of the cities proposed to be covered under the scheme;

(d) whether special emphasis has been given on basic services to urban poor under the said Mission; and

(e) if so, the details thereof alongwith the sectors covered under National Urban Renewal Mission for poverty alleviation?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) Yes, Sir. The JawaharLal Nehru National Urban Renewal Mission (JNNURM), which is a combination of two Sub-Missions, namely Sub-Mission on Basic Services to the Urban Poor (BSUP) and the Sub-Mission on Urban Infrastructure and Governance, has been launched on 3rd December, 2005.

(b) Ministry of Urban Employment and Poverty Alleviation (UEPA) is the nodal Ministry for BSUP and for the Sub-Mission on Urban Infrastructure and Governance, Ministry of Urban Development is the nodal Ministry. The objectives of the Sub-Mission BSUP under this Ministry are given in the enclosed statement-I.

(c) The list of 63 select cities/towns covered under JNNURM is given in the enclosed statement-II.

(d) Yes, Sir.

(e) The admissible components of the Sub-Mission BSUP are given in the enclosed statement-III.

### **Statement-I**

#### **Objectives of Jawahar Lal Nehru National Urban Renewal Mission (JNNURM)**

##### **Sub-Mission on Basic Services to the Urban Poor**

- Focused attention to Integrated development of basic services to the urban poor;
- Security of tenure at affordable price, improved housing, water supply, sanitation;
- Convergence of services in fields of education, health and social security;
- As far as possible providing housing near the place of occupation of the urban poor;
- Effective linkage between asset creation and asset management to ensure efficiency;
- Scaling up delivery of civic amenities and provision of utilities with emphasis on universal access to urban poor; and
- Ensuring adequate investment of funds to fulfill deficiencies in the basic services to the urban poor.

### **Statement-II**

#### **List of Identified Cities/Urban Agglomerations (UAs) under Sub-Mission on Basic Services to the Urban Poor (BSUP)**

##### **(a) Mega Cities/UAs**

Sl. No.	City	Name of the State	Population (In lakh)
1	2	3	4
1.	Delhi	Delhi	128.77
2.	Greater Mumbai	Maharashtra	164.34
3.	Ahmedabad	Gujarat	45.25
4.	Bangalore	Karnataka	57.01
5.	Chennai	Tamil Nadu	65.60

1	2	3	4
6.	Kolkata	West Bengal	132.06
7.	Hyderabad	Andhra Pradesh	57.42
<b>(b) Million-plus Cities/UAs</b>			
1.	Patna	Bihar	16.98
2.	Faridabad	Haryana	10.56
3.	Bhopal	Madhya Pradesh	14.58
4.	Ludhiana	Punjab	13.98
5.	Jaipur	Rajasthan	23.27
6.	Lucknow	Uttar Pradesh	22.46
7.	Madurai	Tamil Nadu	12.03
8.	Nashik	Maharashtra	11.52
9.	Pune	Maharashtra	37.80
10.	Cochin	Kerala	13.55
11.	Varanasi	Uttar Pradesh	12.04
12.	Agra	Uttar Pradesh	13.31
13.	Amritsar	Punjab	10.03
14.	Visakhapatnam	Andhra Pradesh	13.45
15.	Vadodara	Gujarat	14.91
16.	Surat	Gujarat	28.11
17.	Kanpur	Uttar Pradesh	27.15
18.	Nagpur	Maharashtra	21.29
19.	Coimbatore	Tamil Nadu	14.61
20.	Meerut	Uttar Pradesh	11.61
21.	Jabalpur	Madhya Pradesh	10.98
22.	Jamshedpur	Jharkhand	11.04
23.	Asansol	West Bengal	10.67

1	2	3	4
24.	Allahabad	Uttar Pradesh	10.42
25.	Vijayawada	Andhra Pradesh	10.39
26.	Rajkot	Gujarat	10.03
27.	Dhanbad	Jharkhand	10.65
28.	Indore	Madhya Pradesh	16.40
<b>(c) Identified cities/UAs with less than one million population</b>			
1.	Guwahati	Assam	8.19
2.	Itanagar	Arunachal Pradesh	0.35
3.	Jammu	Jammu and Kashmir	6.12
4.	Raipur	Chhattisgarh	7.00
5.	Panaji	Goa	0.99
6.	Shimla	Himachal Pradesh	1.45
7.	Ranchi	Jharkhand	8.63
8.	Thiruvananthapuram	Kerala	8.90
9.	Imphal	Manipur	2.50
10.	Shillong	Meghalaya	2.68
11.	Aizawal	Mizoram	2.28
12.	Kohima	Nagaland	0.77
13.	Bhubaneswar	Orissa	6.58
14.	Gangtok	Sikkim	0.29
15.	Agartala	Tripura	1.90
16.	Dehradun	Uttaranchal	5.30
17.	Bodh Gaya	Bihar	3.94
18.	Ujjain	Madhya Pradesh	4.31
19.	Puri	Orissa	1.57
20.	Ajmer-Pushkar	Rajasthan	5.04

1	2	3	4
21.	Nainital	Uttaranchal	2.20
22.	Mysore	Karnataka	7.99
23.	Pondicherry	Pondicherry	5.05
24.	Chandigarh	Punjab and Haryana	8.08
25.	Srinagar	Jammu and Kashmir	9.88
26.	Haridwar	Uttaranchal	2.21
27.	Mathura	Uttar Pradesh	3.23
28.	Nanded	Maharashtra	4.31

**Statement-III****Tezpur University****Admissible components of the Sub-Mission on Basic Services to the Urban Poor (BSUP)**

1. Integrated development of slums, i.e., housing and development of infrastructure projects in the slums in the identified cities.
2. Projects involving development/improvement/maintenance of basic services to the urban poor.
3. Slum improvement and rehabilitation projects.
4. Projects on water supply/sewerage/drainage, community toilets/baths, etc.
5. Houses at affordable costs for slum dwellers/urban poor/EWS/LIG categories.
6. Construction and improvements of drains/storm water drains.
7. Environmental improvement of slums and solid waste management.
8. Street lighting.
9. Civic amenities, like, community halls, child care centres, etc.
10. Operation and maintenance of assets created under this component.
11. Convergence of health, education and social security schemes for the urban poor.

4081. SHRI NARAYAN CHANDRA BORKATAKY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the bridge connecting Tezpur Central University, Assam with Tezpur town has been washed away by floods;

(b) if so, the steps the Government proposes to take to restore the same;

(c) whether the University has submitted any plan to construct a permanent road from Tezpur town to the university; and

(d) if so, the funds allocated for construction of the road during the last three years, till date?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) to (d) While the maintenance of the road and the bridge in question is responsibility of the Government of Assam, the Tezpur University had submitted a detailed plan, prepared by Assam PWD, for construction of a road and RCC bridge, with an estimated outlay of Rs. 909.78 lakh to the North Eastern Council. According to the University, no fund in this regard has been received by it.

### Import of Fish

4082. SHRI P. KARUNAKARAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government has taken decision for free import of fish from Thailand;

(b) if so, the details thereof;

(c) whether the Government has received representations from State Governments especially from State Government of Kerala regarding the adverse consequences of the decision on the domestic fishing sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) and (b) The Framework Agreement for establishing a Free Trade Area (FTA) between India and Thailand provides for an Early Harvest Scheme (EHS) under which a limited common list of items has been agreed for elimination of tariffs on a fast track basis. The implementation on Early Harvest Scheme has commenced from 1-9-2004. It includes 4 items of fish and fish products at 6-digit HS Code, viz. Salmon (160411); Sardines, sardinella and brisling or sprats (160413); Mackerel (160415) and Crab (160510).

(c) and (d) Kerala Government has requested for excluding fishes from tariff phasing-out regime while negotiation the FTA for ensuring that the economy of the state and the livelihood of fishermen are adequately protected. This will be kept in view while finalizing the sensitive list under the FTA in goods which is presently being negotiated.

### NCERT Curriculum

4083. SHRI ANIRUDH PRASAD ALIAS SADHU YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether NCERT propose to introduce Braille as part of Junior School curriculum as reported in *Hindustan Times* dated December 4, 2005; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The National Curriculum Framework (NCF) 2005 suggests that while many of the differently able learners may pick up basic language skills through normal social interactions, they could additionally be provided with specially designed material that would assess and enhance their growth and development. It also suggests that studying sign language and Braille can be included as options for learners without disability. Therefore, in the primary level textbooks being prepared, awareness about Braille has been incorporated.

### Allocation of Funds for Higher Education

4084. SHRIMATI KIRAN MAHESHWARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the schemes meant for higher education in Communication, Information Technology, Science and Technology are suffering due to non-utilisation of the available resources;

(b) if so, the funds allocated to the State Governments particularly in Rajasthan during the last three years indicating the details of the funds still lying unspent with them, State-wise; and

(c) the measures taken by Government to ensure full utilisation of the funds sanctioned particularly for the purpose of Research and Development?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) According to the information furnished by the University Grants Commission (UGC), the said schemes are not suffering due to non-utilisation of the available resources. The UGC does not provide grants to State Governments. The resources provided by the UGC to eligible universities/colleges are utilized as per guidelines of the UGC scheme. Subsequent instalment of grant is released on receipt of Utilisation Certificate of the previous grant.

### Dumping of Cheap Goods

4085. SHRI M.K. SUBBA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the number of cases of dumping of cheap goods detected during the last three years and thereafter;

(b) the details of monitoring and inspection system of imports, including imports under Free Trade Agreement (FTAs), Preferential Trade Agreements (PTAs) and Regional Trade Agreement (RTAs); and

(c) the safeguards provided under the WTO regime against the protectionist measures adopted by various developed countries alongwith products have been kept in the negative list as part of anti dumping measures?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) Year-wise break up of anti-dumping investigations initiated by the Directorate General of Anti-dumping and Allied Duties during the last three years and in the current year till date, is given below:—

Year	Number of cases detected for dumping
2002-2003	23
2003-2004	10
2004-2005	8
2005-2006 (till 15-12-2005)	Nil

(b) A Cell has been setup in the Department of Commerce to recommend safeguard actions to be taken with regard to surge in imports under Free Trade Agreement (FTAs), Preferential Trade Agreements (PTAs) etc.

(c) The WTO has a strong dispute settlement mechanism and in case any measure by a WTO member is deemed inconsistent with the provisions of WTO Agreements, affected Member may resort to the WTO Dispute Settlement Mechanism. There is no negative list of products under the WTO Anti-dumping Agreement or domestic Rules.

#### **Indo-Africa Export Trade**

4086. SHRI E.G. SUGAVANAM: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the present status of trade between India and Africa;

(b) the details of items imported from and exported to Africa during each of the last three years and thereafter alongwith foreign exchange earned therefrom;

(c) whether the exports from India to Africa has registered a remarkable increase during the said period; and

(d) if so, the steps taken by the Government to further boost the trade between the two countries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) The export and import between India and Africa during the current year (April-August 2005-06) is US \$ 2577.33 Million and US \$ 2029.59 Million respectively

(b) The major items imported from Africa are gold, organic/inorganic chemicals, cashew-nut, metalifers ores and metal scrap, iron and steel etc. and exported to Africa are petroleum (crude and products), rice (other than basmati rice), cotton inclusive accessories, drugs and pharmaceuticals and fine chemicals, transport equipments, machinery and instruments etc. Exports from India to Africa were valued at US \$ 3028.31 million, US \$ 3688.11 million and US \$ 5362.18 million during the years 2002-03, 2003-04 and 2004-05 respectively.

(c) Yes, Sir.

(d) To boost overall trade with African region, Government of India has launched Focus: Africa Programme in March, 2002. The main objective of the Programme is to increase interaction between India and Africa region by identifying the areas of bilateral trade and investment.

[Translation]

#### **Terms and Fitness Certificate for Ships**

4087. SHRI SUSHIL KUMAR MODI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Directorate of Shipping has asked big and small ships sailing in the rivers of Bihar to get a fitness certificate from West Bengal;

(b) if so, the details thereof;

(c) whether all the ships of Bihar have to go for fitness to West Bengal in absence of the facility of dry dock in Bihar; and

(d) the measures being taken by the Government to provide this facility even in Bihar?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No, Sir.

(b) Does not arise.

(c) and (d) Government of India is not aware of any such difficulties. As per Inland Vessels Act 1917, the matter of issue of fitness certificate falls within the jurisdiction of State Government.

**Fellowship to Girls**

4088. SHRI HANSRAJ G. AHIR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has announced fellowship to the girl students studying in Schools of Kendriya Vidyalaya Sangathan;

(b) if so, the main features thereof;

(c) whether the Government proposes to issue guidelines to the State Government to implement the said fellowship in other Government schools; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) to (d) Do not arise.

**Rehabilitation of Manual Scavengers**

4089. SHRI BRAJESH PATHAK: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) the details of funds released under 'Rashtriya Safai Karamchari Mukti Evam Punarwas Yojana' alongwith achievements during the last three years and current year, State-wise as on date;

(b) whether other States including Uttar Pradesh have spent these funds under other heads;

(c) if so, the details thereof alongwith the reasons therefor, State-wise;

(d) whether the Rashtriya Safai Karamchari Aayog has issued guidelines to States for timely spending of funds under the heads for which it was meant;

(e) if so, the details thereof as on date; and

(f) the details of States adhering and not adhering to the guidelines of Rashtriya Safai Karamchari Aayog?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) Ministry of Urban Employment and Poverty Alleviation is implementing the National Scheme for Liberation and Rehabilitation of Scavengers and their dependents (NSLRS). the details of funds released under NSLRS and achievements during the last three years State-wise as on date is given in the enclosed statement-I and II respectively.

(b) As per the information furnished by State Government of Uttar Pradesh, they have not spent these funds under other heads.

(c) Does not arise.

(d) to (f) The Rashtriya Safai Karamchari Aayog has informed that as per the National Commission for Safai Karamchari Act 1993, the mandate of the Commission is to monitor the implementation of programmes and schemes relating to the social and economic rehabilitation of Safai Karamcharis and scavengers.

**Statement-I**

*State-wise Central Assistance Released under the National Scheme of Liberation and Rehabilitation of Scavengers and their Dependents (NSLRS)*

(Rs. in Crores)

Year: 2002-2003

Name of the State/UT	Central Assistance Released
1	2
Andhra Pradesh	29.67

1	2
Himachl Pradesh	2.40
Karnataka	8.88
<b>Total</b>	<b>40.95</b>

**Year: 2003-2004**

Assam	1.63
Gujarat	3.74
Himachal Pradesh	3.09
Madhya Pradesh	1.25
Orissa	2.85
Uttar Pradesh	5.37
West Bengal	1.60
Chhattisgarh	1.89
<b>Total</b>	<b>21.41</b>

**Year: 2004-2005**

Karnataka	12.19
Madhya Pradesh	1.37
<b>Total</b>	<b>13.56</b>

Note: No funds have been allocated in the Budget Estimate (BE) for the financial year 2005-06 under the scheme.

**Statement-II**

*State-wise Beneficiaries Covered\* under the National Scheme of Liberation and Rehabilitation of Scavengers and their Dependents (NSLRS)*

**Year: 2002-2003**

Name of the State	Beneficiaries Assisted for	
	Training	Rehabilitation
1	2	3
Andhra Pradesh	855	300

1	2	3
Gujarat	Nil	1451
Haryana	48	153
Himachal Pradesh	807	377
Karnataka	678	1809
Kerala	Nil	14
Madhya Pradesh	1494	5118
Maharashtra	1994	752
Orissa	250	1049
Tamil Nadu	661	NA
Uttar Pradesh	Nil	834
West Bengal	359	207
Chhattisgarh	Nil	256
<b>Total</b>	<b>7146</b>	<b>12320</b>

**Year: 2003-2004**

Name of the State	Beneficiaries Assisted for	
	Training	Rehabilitation
Andhra Pradesh	660	3243
Gujarat	0	844
Himachal Pradesh	591	518
Karnataka	355	5780
Madhya Pradesh	1010	5149
Rajasthan	0	624
Tamil Nadu	33	13
<b>Total</b>	<b>2649</b>	<b>16171</b>

\* As reported by the State Governments.

Note: (i) For the year 2004-05 no information furnished by the States.

*[English]***Literacy Rate in the Country**

4090. SHRI JASUBHAI DHANABHAI BARAD:  
 SHRI DHANUSKODI R. ATHITHAN:  
 SHRI ANANDRAO VITHOBA ADSUL:  
 SHRI SUKDEO PASWAN:  
 SHRI MOHAN SINGH:  
 SHRI RAVI PRAKASH VERMA:  
 SHRI KAILASH MEGHWAL:  
 SHRI CHHATAR SINGH DARBAR:  
 SHRIMATI KIRAN MAHESHWARI:  
 SHRI ADHALRAO PATIL SHIVAJIRAO:  
 SHRI MOHD. TAHIR:  
 SHRI ASHOK KUMAR RAWAT:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government has assessed the literacy rate of different States/UTs;
- (b) if so, the details thereof, State-wise;
- (c) whether any gap has been observed by the Government in the literacy rate prevailing amongst male/female alongwith SC, ST, OBC, etc.;
- (d) if so, the details thereof; and
- (e) the steps taken by the Government to bridge the gap in the literacy rate alongwith the States identified to be most backward in education?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) Literacy rates are compiled and released decennially by the Registrar General and Census Commissioner of India. A statement indicating the State-wise literacy rates of males and females alongwith those of Scheduled Castes (SC) and Scheduled Tribes (ST), as per Census 2001 data, is enclosed. The male-female literacy gap has reduced from 24.84% in 1991 to 21.59%

in 2001. The literacy rate of Scheduled Castes has also increased by 17.28% and that of Scheduled Tribes by 17.5%, as against the overall increase of 12.63% for all categories during the same period. According to the Registrar General and Census Commissioners of India, the literacy data on Other Backward Castes (OBCs) is not collected by them.

(e) The universalisation of elementary education and eradication of adult illiteracy form the two-pronged strategy for improving the literacy rate of the country. Sarva Shiksha Abhiyan (SSA) is a comprehensive programme for universalizing quality Elementary Education by 2010. Two programmes for education of girls at elementary level—the National Programme for Education of Girls at Elementary Level (NPEGEL) and Kasturba Gandhi Balika Vidyalaya (KGBV) have also been launched in the educationally backward blocks of the States to reach out to out-of-school girls, working girls, overage girls who have not completed elementary education and girls from marginalized social groups.

The National Literacy Mission (NLM) is entrusted with the target of achieving a sustainable threshold level of 75% literacy by 2007. The thrust areas of NLM are improving female literacy in low female literacy areas, organizing projects for eradication of residual illiteracy in districts which have substantial number of illiterates, setting up of continuing education centres for providing opportunities for life-long learning to the neo-literates and imparting vocational training to neo-literates through Jan Shikshan Sansthan. With the implementation of these programmes, the literacy rates of females alongwith that of SCs and STs will improve further. Recently, a special literacy drive for eradication of residual illiteracy in 150 districts, which have the lowest literacy rates in the country, has also been launched. These districts are in the States of Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, Chhattisgarh, Gujarat, Jammu and Kashmir, Jharkhand, Karnataka, Madhya Pradesh, Meghalaya, Nagaland, Orissa, Punjab, Rajasthan, Uttar Pradesh and West Bengal.

**Statement**  
**The State-wise Literacy Rates of Male/Female, Scheduled Castes and Scheduled Tribes**

Sl. No.	State/UT	Literacy Rate (All)			Literacy Rate of Scheduled Castes			Literacy Rate of Scheduled Tribes		
		Persons	Male	Female	Persons	Male	Female	Persons	Male	Female
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	60.47	70.32	50.43	53.52	63.51	43.35	37.04	47.46	34.73
2.	Arunachal Pradesh	54.34	63.83	43.54	67.64	76.31	54.99	49.62	58.77	40.56
3.	Assam	63.25	71.28	54.61	66.78	75.74	57.14	62.52	72.34	52.44
4.	Bihar	47.00	59.68	33.12	28.47	40.23	15.58	28.17	39.76	15.54
5.	Chhattisgarh	64.66	77.38	51.85	63.96	78.70	49.22	52.09	65.04	39.35
6.	Delhi	81.67	87.33	74.71	70.85	80.77	59.07	—	—	—
7.	Goa	82.01	88.42	75.37	71.92	81.56	62.05	55.88	63.49	47.32
8.	Gujarat	69.14	79.66	57.80	70.50	82.56	57.58	47.74	59.18	36.02
9.	Haryana	67.91	78.49	55.73	55.45	66.93	42.26	—	—	—
10.	Himachal Pradesh	76.48	85.35	67.42	70.31	80.01	60.35	65.50	77.71	53.32
11.	Jharkhand	53.56	67.30	38.87	37.56	51.59	22.55	40.67	53.98	27.21
12.	Jammu and Kashmir	55.52	66.60	43.00	59.03	69.57	47.46	37.46	48.16	25.51
13.	Karnataka	66.64	76.10	56.87	52.87	63.75	41.72	48.27	59.66	36.57
14.	Kerala	90.86	94.24	87.72	82.66	88.07	77.56	64.35	70.78	58.11
15.	Madhya Pradesh	63.74	76.06	50.29	58.57	72.33	43.28	41.16	53.55	28.44
16.	Maharashtra	76.88	85.97	67.03	71.90	83.29	59.98	55.21	67.02	43.08

	1	2	3	4	5	6	7	8	9	10	11
17. Manipur	70.53	80.33	60.53	72.32	81.78	62.97	65.85	73.16	58.42		
18. Meghalaya	62.56	65.43	59.61	56.27	65.86	45.21	61.34	63.49	59.2		
19. Mizoram	88.80	90.72	86.75	89.20	88.44	92.16	89.34	91.71	86.95		
20. Nagaland	66.59	71.16	61.46	—	—	—	65.95	70.26	61.35		
21. Orissa	63.08	75.35	50.51	55.53	70.47	40.33	37.37	51.48	23.37		
22. Punjab	69.65	75.23	63.36	56.22	63.38	48.25	—	—	—		
23. Rajasthan	60.41	75.70	43.85	52.24	68.99	33.87	44.66	62.1	26.16		
24. Sikkim	68.81	76.04	60.40	63.04	70.15	55.71	67.14	73.81	60.16		
25. Tamil Nadu	73.45	82.42	64.43	63.19	73.41	53.01	41.53	50.15	32.78		
26. Tripura	73.19	81.02	64.91	74.68	81.85	67.24	56.48	67.97	44.60		
27. Uttar Pradesh	56.27	68.82	42.22	46.27	60.34	30.50	35.13	48.45	20.70		
28. Uttaranchal	71.62	83.28	59.63	63.40	77.26	48.74	63.23	76.39	49.37		
29. West Bengal	68.64	77.02	59.61	59.04	70.54	46.90	43.4	57.38	29.15		
30. Andaman and Nicobar Islands	81.30	86.33	75.24	—	—	—	66.79	73.61	59.58		
31. Chandigarh	81.94	86.14	76.47	67.66	76.20	57.22	—	—	—		
32. Dadra and Nagar Haveli	57.63	71.18	40.23	78.25	88.37	67.05	41.24	55.97	26.99		
33. Daman and Diu	78.18	86.76	65.61	85.13	94.03	75.82	63.42	74.23	51.93		
34. Lakshadweep	86.66	92.53	80.47	—	—	—	86.14	92.16	80.18		
35. Pondicherry	81.24	88.62	73.90	69.12	78.41	60.05	—	—	—		
All India	64.84	75.26	53.67	54.69	66.64	41.90	47.10	59.17	34.76		

**Grants to Madarsa and Sanskrit  
Schools under SSA**

4091. SHRI IQBAL AHMED SARADGI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the State Governments particularly Karnataka has sought extension of grant to EDUSAT Pilot Project to Primary Schools, Madarsa and Sanskrit Schools under Sarva Shiksha Abhiyan Scheme;

(b) if so, the details thereof and the action taken thereon by the Union Government in this regard;

(c) the amount of funds allocated for this Scheme during the last three years; and

(d) the time by which the request is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) Under the Sarva Shiksha Abhiyan Programme, Karnataka has been sanctioned Rs. 1344.50 lakhs for activities related to EDUSAT against their Annual Work Plans for 2003-04, 2004-05 and 2005-06.

**Bilateral Investment Protection Agreement**

4092. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the Government proposes to give all foreign investors under the 40 odd Bilateral Investment Protection Agreements national treatment prior to their establishment in India;

(b) if so, the details thereof;

(c) whether the countries with which India has signed BIPAs are eligible for only post-establishment national treatment at present;

(d) whether the Government propose to extend the benefits to investors from the European Union (EU); and

(e) if so, the action being taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) No, Sir. There is no such proposal under consideration.

(e) Does not arise.

*[Translation]*

**Inclusion of Sanskrit Language in the  
Syllabus of Schools**

4093. SHRI BAPUHARI CHAURE:  
SHRI SANJAY DHOTRE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government propose to include the Sanskrit Language in the syllabus of schools;

(b) whether any demand is being made in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) Sanskrit is already included in the school syllabus developed by National Council of Educational Research and Training (NCERT).

*[English]*

**Status of Construction Work under  
Express Highway**

4094. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the present status of construction work under progress in Gujarat State under Express Highway;

(b) the details of work like six-lane roads, four-lane roads, by-pass, bridges, other facilities going on under the said construction works;

(c) the amount proposed to be spent by the Government; and

(d) the time frame of completion of said express highway in Gujarat?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) No Express Highway is being constructed in Gujarat.

(b) to (d) Do not arise.

#### **Entrepreneurship Development among Tribals**

4095. SHRI SUGRIB SINGH: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government proposes to support and assist the entrepreneurship development among the tribals;

(b) if so, the details thereof;

(c) the number of tribal families benefited during 2004-05 as against the target fixed by the Government and the assistance provided to such families, State-wise; and

(d) the number of warehouses/godowns and processing units set up during the said period against the targets fixed, State-wise?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) A programme already exists to provide financial assistance for the economic development of eligible Scheduled Tribes under the schemes of National Scheduled Tribes Finance and Development Corporation (NSTFDC) and Tribal Cooperative Marketing Development Federation of India Ltd. (TRIFED). Government also has a programme for supporting Vocational Training Centres (VTC) for providing the professional skills to youths in various States.

(b) NSTFDC is the Apex organization for the

economic development of Scheduled Tribes and provides concessional financial assistance for viable income generating scheme(s)/project(s) costing upto Rs. 10.00 lakhs per individual unit/profit centre and upto Rs. 25.00 lakhs per Self Help Group through the State Channelising Agencies (SCAs) and grants for undertaking training programmes for the skill and entrepreneurial development of eligible Scheduled Tribes. NSTFDC also provides Working Capital Loan through the SCAs/Govt. owned institutions/National level federations for undertaking procurement and/or marketing of minor forest produces/agricultural produces collected/grown by the Scheduled Tribes and/or related products/services.

#### **Eligibility Criteria for the Beneficiary**

- (i) The beneficiary (ies) should belong to Scheduled Tribes community.
- (ii) Annual family income of the beneficiary (ies) should not exceed double the Poverty Line (DPL) income limit (presently Rs. 39,500/- p.a. for the rural areas and Rs. 54,500/- p.a. for the urban areas).

TRIFED is implementing—(i) Project on Value Addition and Integrated Market Development of Hill Brooms; (ii) Project on value addition in Sal/Siali leaves; (iii) Project on marketing development of Handicrafts under the scheme Baba Saheb Ambedkar Hastshipik Vikas Yojana, sponsored by the office of Development Commissioner (Handicrafts) Heavy Industry.

(c) (i) There is no target fixed by the Government for tribal families to be benefited as the number varies from project to project. During the year 2004-05, the number of beneficiaries covered under the scheme of VTC in the State of Assam, Gujarat, Chhattisgarh, Karnataka, Kerala, Madhya Pradesh and Meghalaya are 800, 1415, 1200, 1100, 300, 100 and 100 respectively.

- (ii) Details of amount sanctioned by NSTFDC and number of families to be benefited State-wise for the year 2004-05 are given in the enclosed statement.
- (iii) As regard TRIFED, the number of beneficiaries covered in the training programmes/projects in

the State of Orissa, West Bengal, Madhya Pradesh and Chhattisgarh during the year 2004-05 are 116, 90, 189 and 643 respectively.

(d) At present, NSTFDC and TRIFED do not have any scheme directly undertaking such type of activities.

No Government target fixed during the period.

**Statement**

**National Scheduled Tribes Finance and Development Corporation (NSTFDC)**

*State-wise Details of National Allocation, Gross Sanctions and No. of Beneficiaries during 2004-05*

**(a) Income Generating Activities**

(Rs. in lakhs)

Sl. No.	Name of the State	Allocations vs. Actuals (2004-05)		
		Allocations	NSTFDC's share	No. of Beneficiaries
1	2	3	4	5
1.	Andhra Pradesh	612.00	1069.41	2520
2.	Andaman and Nicobar Islands	50.00		
3.	Arunachal Pradesh	80.00		
4.	Assam	419.00		
5.	Bihar	83.00		
6.	Chhattisgarh	833.00	591.75	628
7.	Dadra and Nagar Haveli	50.00		
8.	Goa	50.00		
9.	Gujarat	898.00		
10.	Himachal Pradesh	50.00		
11.	Jammu and Kashmir	128.00	214.10	90
12.	Jharkhand	881.00	533.86	216
13.	Karnataka	279.00	250.80	416
14.	Kerala	50.00	42.35	85
15.	Lakshadweep	50.00	20.76	21
16.	Manipur	92.00		
17.	Maharashtra	1066.00	1174.06	398

1	2	3	4	5
18.	Meghalaya	221.00		
19.	Madhya Pradesh	1411.00	457.88	206
20.	Mizoram	100.00		
21.	Nagaland	155.00	278.93	65
22.	Orissa	1025.00	471.03	134
23.	Rajasthan	798.00	582.86	585
24.	Sikkim	50.00	232.00	80
25.	Tamil Nadu	84.00		
26.	Tripura	124.00	126.40	40
27.	Uttaranchal	50.00	92.35	25
28.	Uttar Pradesh	50.00		
29.	West Bengal	555.00	667.1	5585
Total		10294.00	6805.64	11094

**(b) Financial Assistance for Marketing Support Activities**

1.	Girijan Co-operative Corporation Ltd. (GCC), Andhra Pradesh		500.00	283000
Total			500.00	283000
Grand Total (A+B)		10294.00	7305.64	294094

**Foreign Direct Investment**

4096. SHRI P.C. THOMAS: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the year-wise inflows of FDI in each State especially in State of Kerala since 1999; and

(b) the number of projects with foreign collaboration approved and out of those started their operations so far, project-wise, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF

COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGO VAN): (a) Details of Foreign Direct Investment inflows reported to the Regional Offices of the Reserve Bank of India in various states since January 2000 are shown in the enclosed statement-I.

(b) State-wise information on FDI approvals granted by the Government is shown in the enclosed statement-II. As per the extant policy, FDI upto 100% is allowed in most sectors/activities under the automatic route. Details of FDI inflows are shown in the enclosed statement-I.

## Statement-I

Year-wise Break-up of FDI Inflows  
(From January 2000 to September 2005)

## (RBI's Regional Office-wise)

Sl. No.	Regional Offices of RBI	States Covered	(Amount Rs. in crore)							2005 Commulative Jan.-Sep.	2005 Jan.-Dec.	Total
			2000 Jan.-Dec.	2001 Jan.-Dec.	2002 Jan.-Dec.	2003 Jan.-Dec.	2004 Jan.-Dec.	2005 Jan.-Sep.				
1	2	3	4	5	6	7	8	9	10			
1.	Hyderabad	Andhra Pradesh	251.65	339.80	288.81	275.69	858.09	417.32	2431.37			
2.	Guwahati	Assam, Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Tripura	0.71	0.00	5.58	15.45	20.00	0.00	41.74			
3.	Patna	Bihar, Jharkhand	1.60	0.00	0.00	1.13	0.00	0.00	2.73			
4.	Ahmedabad	Gujarat	29.10	109.41	288.42	1042.63	688.46	422.35	2580.37			
5.	Bengaluru	Karnataka	582.57	1310.36	892.90	999.07	1064.25	1288.32	6137.46			
6.	Kochi	Kerala, Lakshadweep	53.76	69.89	54.86	44.69	49.55	20.05	292.80			
7.	Bhopal	Madhya Pradesh, Chhattisgarh	3.30	9.73	9.17	25.71	61.64	48.20	157.75			
8.	Mumbai	Maharashtra, Dadra and Nagar Haveli, Daman and Diu	3579.09	2991.73	4865.73	1022.81	3246.50	1840.83	17546.69			
9.	Bhubaneswar	Orissa	0.00	0.00	0.00	0.00	0.00	0.15	0.15			
10.	Jaipur	Rajasthan	0.99	6.67	1.06	2.14	4.27	2.66	17.79			

	1	2	3	4	5	6	7	8	9	10
11. Chennai			Tamil Nadu, Pondicherry	551.88	1041.96	1341.22	805.46	366.10	719.20	4825.81
12. Kanpur			Uttar Pradesh, Uttaranchal	0.00	0.00	0.00	0.00	0.00	0.03	0.03
13. Kolkata			West Bengal, Sikkim, Haryana, Himachal Pradesh	33.07	66.84	132.21	146.79	459.56	251.34	1089.80
14. Chandigarh			Chandigarh, Punjab, Haryana, Himachal Pradesh	163.22	4.01	842.55	18.12	71.89	234.57	1334.37
15. New Delhi			Delhi, Part of UP and Haryana	2457.56	6918.31	2994.28	2104.72	3903.61	3989.50	21767.98
16. Panaji			Goa	34.19	10.92	146.79	131.22	79.85	74.02	476.99
17. State Not Indicated				2349.63	2962.27	4259.77	2928.37	4507.60	3149.52	20157.16
18. Advance of Inflow				1912.58	706.61	1977.12	1880.76	2465.15	0.00	6962.22
19. Stock Swapped				0.00	0.00	84.00	172.50	0.00	0.00	256.50
20. RBI-IFDI Schemes				348.82	229.25	11.08	0.00	0.00	0.00	569.15
Grand Total				12,353.71	16,777.75	18,195.55	11,617.26	17,266.52	12,458.06	88,668.86

1. Includes 'equity capital component' only.

**Statement-II***Foreign Direct Investment (FDI) Approved by Government During January 2000 to September 2005*

(Amount in crore)

Sl. No.	State	2000 Jan.-Dec. FDI in Rs.	2001 Jan.-Dec. FDI in Rs.	2002 Jan.-Dec. FDI in Rs.	2003 Jan.-Dec. FDI in Rs.	2004 Jan.-Dec. FDI in Rs.	2005 Jan.-Sep. FDI in Rs.	Total FDI in Rs.
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	792.17	353.07	550.88	236.29	1016.61	102.48	3051.50
2.	Assam	0.00	0.00	0.00	0.00	0.00	0.91	0.91
3.	Bihar	0.00	31.67	0.18	0.00	0.00	0.00	31.85
4.	Gujarat	95.96	1186.08	1136.07	307.07	1444.22	292.29	4461.70
5.	Haryana	52.64	212.66	408.33	250.97	12.90	57.54	995.04
6.	Himachal Pradesh	1.35	1.43	810.83	0.10	52.63	9.00	875.33
7.	Karnataka	596.68	1299.51	2386.11	374.20	1135.35	124.90	5916.75
8.	Kerala	484.25	188.53	48.80	16.21	235.75	32.91	1006.45
9.	Madhya Pradesh	265.27	20.61	110.17	0.47	0.05	0.00	396.58
10.	Maharashtra	3272.21	5064.76	1966.58	1254.18	1913.84	267.10	13738.67
11.	Manipur	0.00	0.00	0.00	0.00	0.00	0.00	0.00
12.	Meghalaya	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13.	Orissa	0.05	242.21	0.21	0.10	0.00	6.14	248.71
14.	Punjab	25.30	16.46	0.03	454.25	618.45	100.65	1215.14
15.	Rajasthan	149.93	55.90	358.24	2.02	30.17	0.00	596.25
16.	Tamil Nadu	4226.68	1203.21	756.63	599.56	428.33	394.42	7608.83
17.	Tripura	0.00	0.00	0.00	2.41	0.00	0.00	2.41
18.	Uttar Pradesh	432.93	526.91	160.05	114.07	19.32	13.32	1266.61
19.	West Bengal	701.20	312.29	234.07	325.26	115.42	254.19	1942.42
20.	Chhattisgarh	0.00	16.05	0.03	0.00	3.53	196.63	216.24

1	2	3	4	5	6	7	8	9
21.	Jharkhand	20.50	0.00	0.50	0.20	2.00	0.00	23.20
22.	Uttaranchal	0.92	0.00	0.00	0.00	0.00	8.70	9.62
23.	Andaman and Nicobar Islands	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24.	Chandigarh	3.05	3.88	43.47	5.46	128.28	0.00	184.14
25.	Dadra and Nagar Haveli	0.00	0.04	0.00	0.00	0.00	0.00	0.04
26.	Delhi	1966.95	3599.49	788.44	1110.68	948.15	459.64	8873.34
27.	Goa	28.20	349.13	91.14	19.00	9.65	39.29	536.41
28.	Mizoram	1.52	0.00	0.00	0.00	0.00	0.00	1.52
29.	Pondicherry	1.42	846.11	1.34	20.78	23.08	0.05	892.77
30.	Daman and Diu	3.00	9.63	0.00	0.24	3.57	1.86	18.30
31.	State Not Indicated	4114.78	5400.06	1206.02	323.07	599.94	451.72	12095.59
Grand Total		17236.97	20939.68	11058.10	5416.58	8741.25	2813.73	66206.31

#### **Scholarship to Students Going Abroad**

4097. DR. P.P. KOYA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government is offering several scholarships to the students going abroad for specialized higher studies;

(b) if so, the number of such scholarships and the countries covered under foreign scholarship schemes;

(c) whether there is special provisions in the scheme to protect the interest of the weaker sections like scheduled caste, scheduled tribe, women, minorities and other backward classes; and

(d) if so, the total amount allocated for the above scholarships and the share of weaker sections in it?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The Ministry of Human Resource

Development processes scholarships offered by various foreign countries under Cultural/Educational Exchange Programmes which enable Indian students to study at the level of Post Graduate/Ph.D/Post Doctoral research work abroad. The Ministry does not offer any scholarships of its own.

(b) During the year 2004-05, 105 Indian students/scholars availed scholarships under Cultural/Educational Exchange Programme, signed between India and Japan, China, Mexico, Israel, Canada, Norway, Italy the U.K. and various other countries.

(c) and (d) Do not arise.

#### **Enhancement in Family Pension of Freedom Fighters**

4098. SHRI E.G. SUGAVANAM:

SHRI NARAYAN CHANDRA BORKATAKY:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Monthly Family Pension of Freedom Fighters has been enhanced from 15th August this year;

(b) if so, the details in this regard;

(c) whether the Government circular giving effect to this has not reached the Treasury Offices in many districts of North Eastern Region; and

(d) if so, the steps taken by the Government in this regard and to improve the livelihood of freedom fighters in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT):

(a) Yes, Sir.

(b) Basic monthly pension of freedom fighters and spouses of deceased freedom fighters has been enhanced by Rs. 1000/- per month and the dearness relief admissible to them has been increased from 44 per cent to 50 per cent with effect from 15th August, 2005. Formal orders to this effect to all concerned have been issued on 9th September, 2005.

(c) No such information has been received.

(d) Does not arise.

#### **PMRY in Gujarat and Western States**

4099. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of AGRO AND RURAL INDUSTRIES be pleased to state:

(a) whether the Government has evaluated the implementation and success of Pradhan Mantri Rozgar Yojana (PMRY) in Gujarat and other Western States;

(b) if so, by when the evaluation is likely to be completed and the important findings thereof, State-wise; and

(c) the action the Government has taken on these findings?

THE MINISTER OF SMALL SCALE INDUSTRIES AND MINISTER OF AGRO AND RURAL INDUSTRIES (SHRI MAHAVIR PRASAD): (a) While Maharashtra, Rajasthan and Goa in the Western Region were covered in the first two rounds of evaluation studies of Pradhan

Mantri Rozgar Yojana (PMRY), Gujarat is covered in the third round of the evaluation study on PMRY.

(b) The Institute of Applied Manpower Research (IAMR), Delhi is yet to submit the final report on the third round of the evaluation study on PMRY.

(c) Does not arise.

#### **Grants to Teacher Education**

4100. SHRI IQBAL AHMED SARADGI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has received some proposals from State Governments particularly from Karnataka for sanctioning and releasing of grants to teachers education for 2004-2005 and upgradation of CTE, Gulbarga as IASE and release of additional quantity of foodgrains at BPL rates for Class VI and VII students under Centrally sponsored schemes;

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

(c) the action taken by the Government thereon as on date?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) Proposals for release of grants under Teacher Education Scheme were received from 21 States/UTs including Karnataka in 2004-05. Details of Central assistance released are given in the enclosed statement.

For release of Central assistance for upgrade IASE, Gulbarga, Government of Karnataka submitted its proposal, which was not in conformity with the financial ceiling limits prescribed for Civil works and Equipment. State Government has been advised to revise its proposal.

The proposal for release of additional quantity of food-grains at BPL rates for Class VI and VII students under Mid Day Meal Scheme has been received only from State of Karnataka, Since Mid-day Meal Scheme covers students of classes I to V only, the proposal could not be agreed to.

**Statement****State-wise Details of Central Assistance released to States for the Year 2004-05 Under The Teacher Education Scheme**

Sl. No.	State	Central assistance released
1.	Andhra Pradesh	1822.81
2.	Arunachal Pradesh	99.95
3.	Assam	1093.49
4.	Chhattisgarh	1018.16
5.	Gujarat	11.94.11
6.	Karnataka	1638.46
7.	Kerala	636.46
8.	Madhya Pradesh	2348.14
9.	Maharashtra	1232.45
10.	Manipur	227.21
11.	Meghalaya	149.93
12.	Mizoram	22.68
13.	Nagaland	117.42
14.	Orissa	555.43
15.	Rajasthan	1648.07
16.	Tamil Nadu	2046.01
17.	Tripura	6.73
18.	Uttar Pradesh	1735.61
19.	West Bengal	97.92
20.	Himachal Pradesh	Proposal was deficient
21.	Uttaranchal	532.38
<b>Total</b>		<b>18223.43</b>

**[Translation]****Non-Filling up of SC Quota In Delhi Police**

4101. SHRI BRAJESH PATHAK: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether quota of Scheduled Caste category in Delhi Police have not been filled since 1998;

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

(c) whether Union Home Ministry and Delhi Police have taken any steps to fill the posts as per the reservation policy;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) Only a few posts mentioned below reserved for Scheduled Castes candidates have not been filled up in Delhi Police mainly due to non-finalisation of recruitment rules/ amendment to recruitment rules and other procedural reasons:—

Details of vacant posts reserved for SC	Date since when lying vacant
1 post of Sub-Inspector (Photographer)	01-10-1998
1 post of Sub-Inspector (Input Output Assistant)	01-08-2002
12 posts of Assistant Sub-Inspector (Executive)	01-08-2003
4 posts of Assistant Sub-Inspector (Stenographer)	2 posts from 1998 2 posts from 2000
5 posts of assistant Sub-Inspector (Radio Technician)	2003

(c) to (e) The steps taken to fill up the vacant posts reserved for SC include action to notify the Recruitment Rules for the posts of Sub-Inspector (Photographer); completing the process of recruitment for the posts of Sub-Inspector (Input Output Assistant); holding of DPC for the posts Assistant Sub-Inspector (Executive); initiating recruitment process to fill up the posts of Assistant Sub-Inspector (Steno'grapher) and notification of amendment to the Recruitment Rules for the posts of Assistant Sub-Inspector (Radio Technician).

[English]

#### Diploma in Higher Education by NIEPA

4102. SHRI KISHANBHAI V. PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the National Institute of Education Planning and Administration (NIEPA) proposes to start a diploma in higher education programme as reported in the *Times of India* dated December 04, 2005;

(b) if so, the details in this regard;

(c) the salient features of the said programme; and

(d) the extent to which such diplomas will be able to meet the present changes in higher education?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) to (d) Does not arise in view of reply at (a).

[Translation]

#### Grants to NHAI from Companies

4103. SHRI ANIRUDH PRASAD ALIAS SADHU YADAV: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India is receiving negative grants from the companies engaged in construction of roads on the National Highways;

(b) if so, the details thereof;

(c) the number of companies from which the Authority has received negative grant during the last three years and current year; and

(d) the details of the condition in which positive grant is given by the Companies to the Authority?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) Yes, Sir. The details of negative grants received by NHAI are given in the enclosed statement.

(d) Contracts on Build, Operate and Transfer (BOT) projects are awarded on the basis of competitive bidding, wherein the company quoting the minimum grant or maximum negative grant is awarded the contract.

#### Statement

##### NHDP Phase-I: BOT Projects Awarded

Sl. No.	Stretch/State	NH No.	Length (Km.)	Total Project Cost (Rs. Crore)	Company to which work was awarded	Grant (+)/(-) Rs. Crore on Net Present Value
1	2	3	4	5	6	7
1.	Delhi-Gurgaon Section (Access Controlled 8/6 lane) Delhi/Haryana	8	27.7	555	M/s. Jai Prakash Industries Ltd.— DS Construction	(-)61.00

**NHDP Phase-II: BOT Projects Awarded**

Sl. No.	Stretch/State	NH No.	Length (Km.)	Total Project Cost (Rs. Crore)	Company to which work was awarded	Grant (+)/(-) Rs. Crore on Net Present Value
1	2	3	4	5	6	7
1.	Krishnagiri to Thopuraght (km. 94.00 to km. 156.00) Tamilnadu	7	62.5	372.7	M/s. Larsen and Toubro Ltd.	(-)140.04
2.	Panipat Elevated Highway (km. 96.00 to km. 86.00) Haryana	1	10	270	M/s. Larsen and Toubro Ltd.	(-)96.40
3.	Trishur to Angamali (km. 270.000 to km. 316.70) Kerala	47	40	312.5	M/s. KMC-SREI	(-)84.40
4.	Farukhnagar to Kotakatta (km. 34,800 to km. 133.00) Andhra Pradesh	7	46.162	267.2	M/s. GMR Infra and GMR Energy Consortium	(-)70.37
5.	Rajkot Bypass and Gondal (km. 185.00 to km. 175.00) Gujarat	8B	36	265	West Gujarat Expressway Ltd.	(-)59.17
6.	Salem to Karur (km. 207.600 to km. 301.000) Tamil Nadu	7	41.55	253.5	M/s. MVR-MRK JTEC	(-)46.00

**NHDP Phase-III: BOT Projects Awarded**

Sl. No.	Stretch/State	NH No.	Length (Km.)	Total Project Cost (Rs. Crore)	Company to which work was awarded	Grant (+)/(-) Rs. Crore on Net Present Value
1	2	3	4	5	6	7
1.	Ambala-Chandigarh Punjab and Haryana	21 and 22	36	298	M/s. GMR Energy Ltd. and M/s. GMR Infrastructure Ltd. Consortium	(-)105.852

1	2	3	4	5	6	7
2.	Pimpalgaon-Dhule Maharashtra	3	118	556	M/s. IRCON-SOMA Consortium	(-)58.85
3.	Guna Bypass Madhya Pradesh	3	14	46	IVRCL Infrastructure. Ltd.	(-)19.03
4.	Jalandhar-Amritsar Punjab	1	49	263	IVRCL	(-)6.88
5.	Indore-Khalghat Madhya Pradesh	3	80	472	M/s. Oriental Structural- Delhi Brass Consortium	(-)2.87
6.	Agra-UP/Rajasthan Border Uttar Pradesh	11	45	195	M/s. Oriental Structural- Delhi Brass Consortium	(-)2.87

#### **Blacklisted Export Firms**

4104. SHRI BRAJESH PATHAK: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the machinery available with the Government to keep check on the quality of goods meant for export;

(b) whether complaints had been received about the inferior quality of the goods exported;

(c) if so, the details of such cases for the last three years alongwith the action taken thereon; and

(d) the steps proposed to be taken by the Government to make the task of export inspection more effective?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): (a) The quality of goods exported to various countries is regulated by the machinery set up under various Acts/Rules and notifications issued in respect of specified commodities. There is Export (Quality Control and Inspection) Act, 1963 under which nearly 1000 commodities have been notified to conform to the laid down standards before the commodities are exported to other countries. This Act is administered by the Export Inspection Council of India with the help of Export Inspection Agencies and various field formations set up in various parts of the country. Similarly, machinery is also available under other important enactments/

notifications e.g. Tea (Distribution and Export) Control Order, 2005 issued under Tea Act, 1953; the Spices Board (Registration of Exporters) Regulations, 1989; etc.

(b) A number of Rapid Alert Notifications have been received from various countries rejecting the consignments of food products indicating the presence of microbiological contamination, anti-biotic residues, heavy metals, bacterial inhibitors, Sudan 1 to 4 dyes in chilli and chilli products, aflatoxin, ochratoxin, pesticide residues, etc.

(c) As indicated in answer to part (b) of the Question, though there have been a number of cases of rejection of our various products, the details of consignments of marine products rejected for various reasons during the years 2003, 2004 and 2005 are 46, 25 and 38 respectively. In respect of marine products, whenever any quality complaint is received from an importing country, the Export Inspection Council of India and the Marine Product Export Development Authority carry out necessary investigations to find out the cause of contamination and take remedial action as per the prescribed procedure. The action includes suspension of a processing unit and withdrawal of approval for export.

(d) It has been the endeavour of the Government to continually improve the quality of products exported to various countries to ensure that not only the products exported are competitive in prices but are also not inferior in quality to the products available in the international market. The various steps taken by the Government

during the recent years to improve the quality of products meant for exports area:—

- (i) prescribing norms/quality of the products before the same are exported and setting up of machinery to ensure the same;
- (ii) upgradation of existing laboratories to meet the quality inspection standards as per the international norms;
- (iii) setting up of green field laboratories with latest equipments to enable the inspecting agencies to test the products as per the international norms and to facilitate easy access to the exporters for quality inspection of their products nearby and at reasonable cost; and
- (iv) gearing up the already existing machinery in Marine Products Export Development Authority (MPEDA), Agricultural and Processed Food Products Export Development Authority (APEDA), Export Inspection Council/Agencies, Coffee Board, Tea Board, Rubber Board, Spices Board, etc. to ensure that the processors/exporters are appropriately apprised of the quality requirement by the importers, continually update the knowledge of their technical and inspection officials, making available state-of-the-art laboratories for testing, etc.

**Acquisition of Land and Environmental Approval to Projects**

4105. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the process to check delay in land acquisition and environmental approval to projects has been expedited after the constitution of Secretary-level Committee by the Government;

(b) if so, the State-wise/Project-wise details of the matter disposed by the said committee;

(c) whether the said committee has identified the projects lagging behind and on whom work could not be started; and

(d) if so, the details of such cases State-wise and Project-wise?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. Pursuant to Committee of Secretaries (COS) meeting, the procedure for issuance of notifications under NH Act has been simplified by amending the Allocation of Business Rules. As a result, there would be a considerable reduction in time in issuance of these notifications.

The specific issues with respect to transfer of land belonging to Ministry of Defence, Civil Aviation and Railways for Delhi-Gurgaon Expressway and flyover and interchanges at Chennai on NH-45 and NH-5 have been expedited.

With regards to environmental clearance, Ministry of Environment and Forests has been directed to expedite the environmental clearance cases. Since the first meeting of COS held on 01-04-2005, 13 number of cases have been cleared (List enclosed as statement).

(c) No, Sir.

(d) Does not arise.

**Statement**

*Environment Clearance Received from Ministry of Environment and Forests Since 1st April, 2005 till date*

Sl. No.	Name of Stretch	Date of Environmental Clearance
1	2	3
1.	Gorakhpur Bypass including Rapti Bridge in Uttar Pradesh	29-04-2005
2.	Kumool-Anantapur District from km 211 to km. 336 under NHDP Phase II	18-05-2005

1	2	3
3.	Lucknow to Ayodhya km. 9.00 to km. 135.00 in the State of Uttar Pradesh	18-05-2005
4.	Jalandhar to Pathankot Section of North-South and East-West Corridor	13-06-2005
5.	Tindivanam (km. 121.00) to Trichy Bypass End (km. 325.00) in Tamil Nadu	13-06-2005
6.	From Kota to Rajasthan/Madhya Pradesh Border km 397.00 to km. 579.00	13-06-2005
7.	From Trichy Bypass end to Madurai via Melur from km. 325.00 to km. 446.00 in Tamil Nadu	16-08-2005
8.	Ananthpur (km. 336) to Karnataka Border (km. 463.60) of North-South and East-West Corridor	23-08-2005
9.	Rajasthan/Madhya Pradesh Border to Jhansi km 579.00 to km. 610.00 on NH-76 and km 00.00 to km. 100.00 on NH-25 in the State of Madhya Pradesh and Uttar Pradesh	06-10-2005
10.	Rajmarg Chauraha (km. 297 to km. 405.770) at Lakhnadon in Madhya Pradesh	07-10-2005
11.	Sagar to Rajmarg Chowraha km. 198 to km. 296 on NH-26	07-10-2005
12.	Kelapur to Pimpalkhuti (km. 153 to km. 175) of NH-7 in Maharashtra	07-10-2005
13.	Armur (308) to Kalkallu (km. 447) in Nagpur-Hyderabad Section of NH-7	07-10-2005

[English]

#### **New Highway Building Projects**

4106. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highway. Authority of India has floated tenders for two new highway building projects recently;

(b) if so, the details of the projects and the time by which these two projects are likely to be completed; and

(c) the status of NHAI projects under construction

in the country particularly in Karnataka as on September, 2005?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. National Highways Authority of India (NHAI) has floated tenders for works pertaining to National Highways Development Project Phase IIIA and remaining packages of National Highways Development Project Phase II. NHDP Phase II is expected to be completed by December, 2008 and NHDP Phase IIIA is expected to be completed by December, 2009.

(c) Status of NHAI projects under completion in the country as on September, 2005 is as under:—

Project	Total length (in km.)	Completed	Under Implementation	Balance for award
1	2	3	4	5
Golden Quadrilateral	5846	5000	846	—

1	2	3	4	5
North South and East West Corridor	7300*	784	3691	2722
Port Connectivity and Other Projects	1157	386	542	229
NHDP Phase IIIA	4015	—	926	3089

\* Original approved length. However this length has reduced to 7197 km. due to realignments during construction.

Status of NHAI projects under completion in Karnataka as on September, 2005 is as under:—

Project	Total length (in km.)	Completed	Under Implementation	Balance for award
Golden Quadrilateral	623	467	156	—
North South Corridor	92	7	25	60
Port Connectivity and Other Projects	37	—	37	—
NHDP Phase IIIA	457	—	—	457

12.01 hrs.

#### OBSERVATION BY THE SPEAKER

##### (II) Business transacted by the House during the last week

[English]

MR. SPEAKER: Hon. Members, for your information, I want to briefly recapitulate the main items of business transacted by the House during the last week.

Out of the 100 Starred Questions admitted, only 27 could be answered orally. Replies to the remaining Starred Questions alongwith the replies to 1002 Unstarred Questions were laid on the Table. Besides, one half-an-hour discussion was also taken up.

The House took up four Calling Attention matters in one week: (i) "need for a comprehensive package to help the Coffee sector in the country, particularly small growers in Kerala, Karnataka and Tamil Nadu", raised by Shri M.P. Veerendra Kumar; (ii) "need to look into the

progress of implementation of *Pradhan Mantri Gramin Sadak Yojana* in Bihar", raised by Shri Prabhunath Singh, (iii) "situation arising out of increase in incidents of trafficking in women in the country which is threatening the social fabric of the country", raised by Shrimati Minati Sen and (iv) "situation arising out of Government's decision to engage private companies to modernize and operate two important airports of the country, namely, Mumbai and Delhi" raised by Shri Mohammad Salim.

The House also discussed one Short Duration Discussion under Rule 193 regarding "problems being faced by the agriculture sector", raised by Dr. Chinta Mohan for about one hour and 57 minutes. The discussion was not concluded.

During the period, as many as 73 matters of urgent public importance were raised after the Question Hour. Also, 58 matters were raised under Rule 377.

As regards the legislative business, the House discussed the Disaster Management Bill, 2005 as passed by the Rajya Sabha for about 3 hours and 32 minutes

before it was passed. The House also took up combined discussion on the Statutory Resolution disapproving the Manipur University Ordinance 2005 (No. 3 of 2005) promulgated by the President on 13 October, 2005 along with the Manipur University Bill, 2005 as passed by Rajya Sabha for about 1 hour and 48 minutes before the Resolution was withdrawn by leave of the House and the Bill was passed. The House also took up combined discussion on the Statutory Resolution disapproving the Taxation Laws (Amendment) Ordinance, 2005 (No. 4 of 2005) promulgated by the President on 31 October, 2005 and the Taxation Laws (Second Amendment) Bill, 2005 for about 2 hours and 30 minutes before the Statutory Resolution was negatived and the Bill was passed. The House also passed the Andhra Pradesh Legislative Council Bill, 2004 after discussing it for about 2 hours and 33 minutes.

As regards the financial business, the House discussed the Supplementary Demands for Grants, Railways and General 2005-2006 for 4 hours and 23 minutes and 3 hours and 58 minutes respectively before passing the same along with the related Appropriation Bills.

As regards Private Members' Business, two Resolutions were considered by the House. The discussion on the special economic package for speedy construction of national highways and railway lines in Keonjhar and Sundargarh districts of Orissa moved by Shri Jual Oram continued for 1 hour and 53 minutes. The Resolution was withdrawn by the leave of the House. Another Resolution moved by Shri Sarbananda Sonowal regarding the steps for balanced and equitable development of all parts of the country was also taken up for consideration and discussed for about 20 minutes. However, the discussion was not concluded.

During this period, 3 reports, 10 Action Taken Reports and 4 Reports on Bills of Departmentally-related Standing Committees were presented.

During the last week, we lost 26 minutes of valuable time due to interruptions and adjournments. The House, however, sat late and worked extra for as many as 7 hours and 41 minutes to transact essential items of business.

Out of the 7 hours and 41 minutes for which the House sat late, 1 hour and 59 minutes were devoted to raising matters of urgent public importance after the normal business of the House was over.

I wish to convey my thanks to the hon. Members for their co-operation in the conduct of the proceedings. I hope we will be utilising the time of the House in this manner.

12.05 hrs.

#### PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I beg to lay on the Table a copy of the Fifth Progress Report (Hindi and English versions) on the action taken pursuant to the recommendations of the Joint Parliamentary Committee on Stock Market Scam and matters pertaining thereto.

[Placed in Library. See No. LT 3298/05]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTI LAL BHURIA): Mr. Speaker, ...(*Interruptions*)

[English]

MR. SPEAKER: You have not given any notice. Please sit down.

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): Sir, I beg to lay on the Table:—

- (1) A copy of the Annual Report (Hindi and English versions) of the Tribal Cooperative Marketing Development Federation of India Limited, New Delhi, for the year 2004-2005, along with Audited Accounts.

[Shri P.R. Kyndiah]

- (2) A copy of the Review (Hindi and English versions) by the Government of working of the Tribal Cooperative Marketing Development Federation of India Limited, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3300/05]

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): 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:—

(a) (i) Review by the Government of the working of the Shipping Corporation of India Limited, Mumbai, for the year 2004-2005.

(ii) Annual Report of the Shipping Corporation of India Limited, Mumbai, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3301/05]

(b) (i) Review by the Government of the working of the Cochin Shipyard Limited, Kochi, for the year 2004-2005.

(ii) Annual Report of the Cochin Shipyard Limited, Kochi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3302/05]

(c) (i) Review by the Government of the working of the Dredging Corporation of India Limited, Visakhapatnam, for the year 2004-2005.

(ii) Annual Report of the Dredging Corporation of India Limited, Visakhapatnam, for the

year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3303/05]

- (2) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act, 1963—

(a) (i) A copy of the Annual Accounts of the Mumbai Port Trust, Mumbai, for the year 2004-2005, together with Audit Reports thereon.

(ii) A copy of the Review by the Government of the Audited Accounts of the Mumbai Port Trust, Mumbai, for the year 2004-2005.

[Placed in Library. See No. LT 3304/05]

(b) (i) A copy of the Annual Accounts of the Kolkata Port Trust, Kolkata, for the year 2004-2005, together with Audit Report thereon.

(ii) A copy of the Review by the Government of the Audited Accounts of the Kolkata Port Trust, Kolkata, for the year 2004-2005.

[Placed in Library. See No. LT 3305/05]

(c) (i) A copy of the Annual Accounts of the Cochin Port Trust, Cochin, for the year 2004-2005, together with Audit Reports thereon.

(ii) A copy of the Review by the Government of the Audited Accounts of the Cochin Port Trust, Cochin, for the year 2004-2005.

[Placed in Library. See No. LT 3306/05]

(d) (i) A copy of the Annual Accounts of the Mormugao Port Trust, Goa, for the year 2004-2005, together with Audit Reports thereon.

- (ii) A copy of the Review by the Government of the Audited Accounts of the Mormugao Port Trust, Goa, for the year 2004-2005.

[Placed in Library. See No. LT 3307/05]

- (3) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Tuticorin Port Trust, Tuticorin, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Tuticorin Port Trust, Tuticorin, for the year 2004-2005.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the Audited Accounts of the Tuticorin Port Trust, Tuticorin, for the year 2004-2005.

[Placed in Library. See No. LT 3308/05]

- (4) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Jawaharlal Nehru Port Trust, Navi Mumbai, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Jawaharlal Nehru Port Trust, Navi Mumbai, for the year 2004-2005.

[Placed in Library. See No. LT 3309/05]

- (5) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mormugao Port Trust, Goa, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Mormugao Port Trust, Goa, for the year 2004-2005.

[Placed in Library. See No. LT 3307/05]

- (6) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Paradip Port Trust, for the year 2004-2005.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Paradip Port Trust, for the year 2004-2005.

[Placed in Library. See No. LT 3310/05]

- (7) A copy of the Notification No. G.S.R. 711 (E) (Hindi and English versions) published in Gazette of India dated the 7th December, 2005, approving the Madras Port Trust Employees' (Appointment, Promotion etc.) (Amendment) Regulations, 2005 under sub-section (4) of section 124 of the Major Port Trusts Act, 1963.

[Placed in Library. See No. LT 3311/05]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. NARENDRA): Sir, I, on behalf of Shri K.S. Chandrasekhar Rao, beg to lay on the Table a copy of the Statement (Hindi and English versions) on the ILO Recommendation 195—The Human Resources Development Recommendation, 2004 (No. 195)—Adopted by the International Labour Conference at its 92nd Session held at Geneva on 17th June, 2004.

[Placed in Library. See No. LT 3312/05]

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): Sir, I, on behalf of Shri Santosh Mohan Dev, to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956—

- (a) (i) Statement regarding Review by the Government of the working of the Heavy Engineering Corporation Limited, Ranchi, for the year 2004-2005.

- (ii) Annual Report of the Heavy Engineering Corporation Limited, Ranchi, for the year

[Shri Bijoy Handique]

2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3313/05]

- (b) (i) Statement regarding Review by the Government of the working of the Sambhar Salts Limited, Jaipur, for the year 2004-2005.
- (ii) Annual Report of the Sambhar Salts Limited, Jaipur, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3314/05]

- (c) (i) Statement regarding Review by the Government of the working of the National Bicycle Corporation of India Limited, Mumbai, for the year 2004-2005.
- (ii) Annual Report of the National Bicycle Corporation of India Limited, Mumbai, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3315/05]

- (d) (i) Statement regarding Review by the Government of the working of the Hindustan Salts Limited, Jaipur for the year 2004-2005.
- (ii) Annual Report of the Hindustan Salts Limited, Jaipur, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3316/05]

- (e) (i) Statement regarding Review by the Government of the working of the Bharat

Bhari Udyog Nigam Limited, Kolkata, for the year 2004-2005.

- (ii) Annual Report of the Bharat Bhari Udyog Nigam Limited, Kolkata, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3317/05]

- (f) (i) Statement regarding Review by the Government of the working of the Scooters India Limited, Lucknow, for the year 2004-2005.
- (ii) Annual Report of the Scooters India Limited, Lucknow, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3318/05]

- (g) (i) Statement regarding Review by the Government of the working of the Hindustan Photo Films Manufacturing Company Limited, Ootacamund, for the year 2004-2005.
- (ii) Annual Report of the Hindustan Photo Films Manufacturing Company Limited, Ootacamund, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3319/05]

- (h) (i) Statement regarding Review by the Government of the working of the Tyre Corporation of India Limited, Kolkata, for the year 2004-2005.
- (ii) Annual Report of the Tyre Corporation of India Limited, Kolkata, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3320/05]

(2) A copy each of the following papers (Hindi and English versions) under sub-section 619 A of the Companies Act, 1956—

(a) (i) Review by the Government of the working of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1995-1996.

(ii) Annual Report of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1995-1996, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3321/05]

(b) (i) Review by the Government of the working of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1996-1997.

(ii) Annual Report of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1996-1997, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3322/05]

(c) (i) Review by the Government of the working of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1997-1998.

(ii) Annual Report of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1997-1998, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3323/05]

(d) (i) Review by the Government of the working of the Andhra Pradesh State

Irrigation Development Corporation Limited, Hyderabad, for the year 1998-1999.

(ii) Annual Report of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1998-1999, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3324/05]

(e) (i) Review by the Government of the working of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1999-2000.

(ii) Annual Report of the Andhra Pradesh State Irrigation Development Corporation Limited, Hyderabad, for the year 1999-2000, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3325/05]

(f) (i) Review by the Government of the working of the U.P. Projects Corporation Limited, Lucknow, for the year 2001-2002.

(ii) Annual Report of the U.P. Projects Corporation Limited, Lucknow, for the year 2001-2002, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

(3) Six statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT 3326/05]

(4) A copy of the Statement of affairs (Hindi and English versions) of the National Industrial Development Corporation Limited (Under liquidation) as on 2-2-2005.

[Placed in Library. See No. LT 3327/05]

[Shri Bijoy Handique]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Hydrology, Roorkee, for the year 2004-2005, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by Government of the working of the National Institute of Hydrology, Roorkee, for the year 2004-2005.

[Placed in Library. See No. LT 3328/05]

- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Fluid Control Research Institute, Palakkad, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Fluid Control Research Institute, Palakkad, for the year 2004-2005.

[Placed in Library. See No. LT 3329/05]

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): Sir, I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Building Materials and Technology Promotion Council, New Delhi, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Building Materials and Technology Promotion Council, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3330/05]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the National Cooperative Housing Federation of India, New Delhi, for the year 2004-2005.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Cooperative

Housing Federation of India, New Delhi, for the year 2004-2005, together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Cooperative Housing Federation of India, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3331/05]

- (3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:—

- (i) Review by the Government of the working of the Housing and Urban Development Corporation Limited, New Delhi, for the year 2004-2005.

- (ii) Annual Report of the Housing and Urban Development Corporation Limited, New Delhi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3332/05]

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, I on behalf of Shri K.H. Muniappa, beg to lay on the Table:—

- (1) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956—

- (i) S.O. 1062 (E) and S.O. 1063 (E) published in Gazette of India dated the 27th July, 2005 regarding acquisition of land for building (four-laning) of different stretches of National Highway No. 76 in the State of Rajasthan.

- (ii) S.O. 1126 (E) published in Gazette of India dated the 12th August, 2005 regarding acquisition of land for public purpose of building (four-laning) of different stretches of National Highway Nos. 14 and 76 in the State of Rajasthan.

- (iii) S.O. 1127 (E) and S.O. 1128 (E) published in Gazette of India dated the 12th August, 2005 regarding acquisition of land for public purpose of building (four-laning) of different stretches of National Highway No. 76 in the State of Rajasthan.
- (iv) S.O. 227 (E) and S.O. 229 (E) published in Gazette of India dated the 17th February, 2005 regarding acquisition of building (four-laning) of different stretches of National Highway No. 76 in the State of Rajasthan.
- (v) S.O. 1010 (E) published in Gazette of India dated the 14th July, 2005 regarding acquisition of land for building (four-laning) of different stretches of National Highway No. 76 in the State of Rajasthan.
- (vi) S.O. 1061 (E) published in Gazette of India dated the 27th July, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 76 in the State of Rajasthan.
- (vii) S.O. 1000 (E) published in Gazette of India dated the 13th July, 2005 regarding acquisition of land for building (widening) of National Highway No. 57 (Muzaffarpur-Purnea section) in the State of Bihar.
- (viii) S.O. 1007 (E) and S.O. 1008 (E) published in Gazette of India dated the 8th August, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of different stretches of National Highway No. 31 in the State of Bihar.
- (ix) S.O. 993 (E) and S.O. 994 (E) published in Gazette of India dated the 13th July, 2005 regarding acquisition of land for building (widening) of different stretches of National Highway No. 57 (Muzaffarpur—Purnea section) in the State of Bihar.
- (x) S.O. 1407 (E) published in Gazette of India dated the 10th December, 2003 regarding acquisition of land for building (widening) of National Highway No. 7 Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (xi) S.O. 569 (E) published in Gazette of India dated the 21st April, 2005 regarding acquisition of land for public purpose of building (four-laning), maintenance, management and operation of National Highway No. 7 Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (xii) S.O. 51 (E) published in Gazette of India dated the 13th January, 2005 regarding acquisition of land for widening of National Highway No. 7 in the State of Tamil Nadu..
- (xiii) S.O. 594 (E) published in Gazette of India dated the 28th April, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 46 (Krishnagiri—Ranipet section) in the State of Tamil Nadu.
- (xiv) S.O. 860 (E) published in Gazette of India dated the 17th June, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 46 (Krishnagiri—Ranipet section) in the State of Tamil Nadu.
- (xv) S.O. 985 (E) published in Gazette of India dated the 12th July, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 4 (Chennai—Ranipet section) in the State of Tamil Nadu.
- (xvi) S.O. 1054 (E) published in Gazette of India dated the 26th July, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 7 (Hosur—Krishnagiri section) in the State of Tamil Nadu.
- (xvii) S.O. 1055 (E) published in Gazette of India dated the 26th July, 2005 make certain amendments in the Notification No. S.O. 95 (E) dated the 25th January, 2005

[Shri T.R. Baalu]

- (xviii) S.O. 1087 (E) published in Gazette of India dated the 1st August, 2005 making certain amendments in the Notification No. S.O. 716 (E) dated the 21st August, 1998.
- (xix) S.O. 1088 (E) published in Gazette of India dated the 1st August, 2005 making certain amendments in the Notification No. S.O. 717 (E) dated the 21st August, 1998.
- (xx) S.O. 1116 (E) published in Gazette of India dated the 10th August, 2005 regarding acquisition of land for public purpose of building (widening) of National Highway No. 7A (Palayamkottai to Thoothukudi section) in the State of Tamil Nadu.
- (xxi) S.O. 1120 (E) and S.O. 1123 (E) published in Gazette of India dated the 11th August, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 7 (Bangalore-Salem-Madurai and Madurai—Kanniyakumari sections) in the State of Tamil Nadu.
- (xxii) S.O. 1121 (E), S.O. 1122 (E) and S.O. 1124 (E) published in Gazette of India dated the 11th August, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 7 (Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (xxiii) S.O. 1129 (E) published in Gazette of India dated the 12th August, 2005 making certain amendments in the Notification No. S.O. 1301 (E) dated the 25th November, 2004.
- (xxiv) S.O. 1130 (E) published in Gazette of India dated the 12th August, 2005 regarding acquisition of land for public purpose of construction of freeflow facilities along National Highway Nos. 4, 45 and 205 in the State of Tamil Nadu.
- (xxv) S.O. 1040 (E) published in Gazette of India dated the 24th September, 2004 regarding acquisition of land for widening and construction of bypasses for National Highway No. 7 (Salem—Karur section) in the State of Tamil Nadu.
- (xxvi) S.O. 1105 (E) published in Gazette of India dated the 8th August, 2005 making certain amendments in the Notification No. S.O. 118 (E) dated the 28th January, 2005.
- (xxvii) S.O. 1106 (E) published in Gazette of India dated the 8th August, 2005 regarding acquisition of land for public purpose of building (four-laning), maintenance, management and operation of National Highway No. 54, in the State of Assam.
- (xxviii) S.O. 996 (E), S.O. 997 (E) and S.O. 999 (E) published in Gazette of India dated the 13th July, 2005 regarding acquisition of land for building (widening) of different stretches National Highway No. 57 (Muzaffarpur—Purnea section) in the State of Bihar.
- (xxix) S.O. 1574 (E) and S.O. 1575 (E) published in Gazette of India dated the 8th November, 2005 regarding acquisition of land building (widening) of different stretches National Highway No. 7, (Hyderabad—Bangalore section) in the State of Andhra Pradesh.
- (xxx) S.O. 1624 (E) and published in Gazette of India dated the 21st November, 2005 making certain amendments in the Notification No. S.O. 569 (E) dated the 19th April, 2005.
- (xxxi) S.O. 1625 (E) and published in Gazette of India dated the 21st November, 2005 making certain amendments in the Notification No. S.O. 705 (E) dated the 17th May, 2005.
- (xxxii) S.O. 1626 (E) and published in Gazette of India dated the 21st November, 2005

making certain amendments in the Notification No. S.O. 51 (E) dated the 13th January, 2005.

- (xxxiii) S.O. 1627 (E) and published in Gazette of India dated the 21st November, 2005 making certain amendments in the Notification No. S.O. 1040 (E) dated the 24th September, 2004
- (xxxiv) S.O. 1628 (E) and published in Gazette of India dated the 21st November, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 7 (Salem—Karur section) in the State of Tamil Nadu.
- (xxxv) S.O. 1680 (E) and published in Gazette of India dated the 29th November, 2005 regarding acquisition of land for public purpose of building (four-laning), maintenance, management and operation of National Highway No. 7 (Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (xxxvi) S.O. 1673 (E) and published in Gazette of India dated the 28th November, 2005 making certain amendments in the Notification No. S.O. 860 (E) dated the 17th June, 2005.
- (xxxvii) S.O. 1582 (E) and S.O. 1583 (E) published in Gazette of India dated the 10th November, 2005 regarding acquisition of land for public purpose of building (four-laning), of different stretches of National Highway No. 76 in the State of Rajasthan.
- (xxxviii) S.O. 1660 (E) published in Gazette of India dated the 25th November, 2005 regarding acquisition of land for building (four-laning), of National Highway No. 76 in the State of Rajasthan.
- (xxxix) S.O. 1450 (E) to S.O. 1452 (E) published in Gazette of India dated the 5th October, 2005 regarding acquisition of land for public purpose of building of different stretches of National Highway No. 76 in the State of Rajasthan.
- (xl) S.O. 1396 (E) published in Gazette of India dated the 27th September, 2005 regarding acquisition of land for public purpose of building of National Highway No. 76 in the State of Rajasthan.
- (xli) S.O. 1434 (E) published in Gazette of India dated the 30th September, 2005 authorising the Additional Collector(III), Officer In-Charge, Revenue, Jaipur as the competent authority to acquire land for widening of National Highway No. 11 in the State of Rajasthan.
- (xlii) S.O. 1435 (E) and S.O. 1436 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Dasua as the competent authority to acquire land for widening of different stretches of National Highway No. 11 in the State of Rajasthan.
- (xliii) S.O. 1437 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Sikrai as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.
- (xliv) S.O. 1438 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Mahua as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.
- (xlv) S.O. 1439 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Nadbai as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.

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- (xvi) S.O. 1440 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Bharatpur as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.
- (xvii) S.O. 1441 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Weir as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.
- (xviii) S.O. 1442 (E) published in Gazette of India dated the 30th September, 2005 authorising Sub-Divisional Officer, Todabhim as the competent authority to acquire land for widening of National Highway No. 11 (Bharatpur—Jaipur section) in the State of Rajasthan.
- (xix) S.O. 1463 (E) published in Gazette of India dated the 6th October, 2005 making certain amendments in the Notification No. S.O. 1010 (E) dated the 11th July, 2005.
- (i) S.O. 1465 (E) published in Gazette of India dated the 6th October, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 76 in the State of Rajasthan.
- (ii) S.O. 1529 (E) published in Gazette of India dated the 24th October, 2005 authorising Sub-Divisional Magistrate, Behror as the competent authority to acquire land for building (construction), of toll plaza on National Highway No. 8 in the State of Rajasthan.
- (iii) S.O. 1523 (E) published in Gazette of India dated the 21st October, 2005 regarding acquire land for public purpose of building of National Highway No. 76 in the State of Rajasthan.
- (iii) S.O. 1534 (E) and S.O. 1235 (E) published in Gazette of India dated the 6th September, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of different stretches of National Highway No. 7 (Bangalore-Salem-Madurai and Madurai—Kanniyakumari sections) in the State of Tamil Nadu.
- (liv) S.O. 1236 (E), S.O. 1237 (E) and S.O. 1239 (E) published in Gazette of India dated the 6th September, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of different stretches of National Highway No. 7 (Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (iv) S.O. 1238 (E) published in Gazette of India dated the 9th September, 2005 making certain amendments in the Notification No. S.O. 1407 (E) dated the 10th December, 2003.
- (vi) S.O. 1251 (E) published in Gazette of India dated the 9th September, 2005 regarding acquisition of land for public purpose of building (four-laning) and junction improvement/construction for free-flow facilities), maintenance, management and operation of different stretches of National Highway No. 205 in the State of Tamil Nadu.
- (vii) S.O. 1252 (E) published in Gazette of India dated the 9th September, 2005 containing corrigendum to the Notification No. S.O. 1130 (E) dated the 12th August, 2005.
- (viii) S.O. 1253 (E) and S.O. 1255 (E) published in Gazette of India dated the 9th September, 2005 regarding acquisition of

- land for public purpose of building (four-laning and junction improvement/construction for free-flow facilities), maintenance, management and operation of different stretches of National Highway No. 45 in the State of Tamil Nadu.
- (lix) S.O. 1254 (E) published in Gazette of India dated the 9th September, 2005 regarding acquisition of land for public purpose of building (four-laning and junction improvement/construction for free-flow facilities), maintenance, management and operation of different stretches of National Highway No. 205 in the State of Tamil Nadu.
- (lx) S.O. 1256 (E) published in Gazette of India dated the 9th September, 2005 regarding acquisition of land building (construction) of Grade Separator for Chennai Bypass Phase-II connecting National Highway No. 4 in the State of Tamil Nadu.
- (lxi) S.O. 1456 (E) published in Gazette of India dated the 5th October, 2005 regarding acquisition of land for building (construction) maintenance, management and operation of Chennai Bypass Phase-II connecting National Highway Nos. 4 and 5 in the State of Tamil Nadu.
- (lxii) S.O. 1311 (E) published in Gazette of India dated the 15th September, 2005 regarding acquisition of land for widening (four-laning and junction improvement/construction for free-flow facilities), maintenance, management and operation of National Highway No. 4 in the State of Tamil Nadu.
- (lxiii) S.O. 1495 (E) published in Gazette of India dated the 18th October, 2005 regarding acquisition of land for public purpose of building (four-laning), maintenance, management and operation of National Highway No. 7 (Madurai—Kanniyakumari section) in the State of Tamil Nadu.
- (lxiv) S.O. 1496 (E) published in Gazette of India dated the 18th September, 2005 regarding acquisition of land for building (four-laning), maintenance, management and operation of National Highway No. 7 (Bangalore-Salem-Madurai and Madurai—Kanniyakumari sections) in the State of Tamil Nadu.
- (lxv) S.O. 1509 (E) published in Gazette of India dated the 19th October, 2005 making certain amendments in the Notification No. S.O. 985 (E) dated the 12th July, 2002.
- (lxvi) S.O. 1510 (E) and S.O. 1512 (E) published in Gazette of India dated the 19th October, 2005 regarding acquisition of land for public purpose of building (four-laning) of different stretches of National Highway No. 45 in the State of Tamil Nadu.
- (lxvii) S.O. 1511 (E) and S.O. 1513 (E) published in Gazette of India dated the 19th October, 2005 regarding acquisition of land for public purpose of building (four-laning) of different stretches of National Highway No. 46 (Krishnagiri—Ranipet section) in the State of Tamil Nadu.
- (lxviii) S.O. 1409 (E) published in Gazette of India dated the 27th September, 2005 regarding acquisition of land for building (construction), maintenance management and operation of Chennai Bypass Phase-II connecting National Highway Nos. 4 and 5 in the State of Tamil Nadu.
- (lxix) S.O. 1569 (E) published in Gazette of India dated the 5th November, 2005 making certain amendments in the Notification No. S.O. 1311 (E) dated the 15th September, 2005.
- (lxx) S.O. 1572 (E) published in Gazette of India dated the 7th November, 2005 regarding acquisition of land for building (widening) of National Highway No. 7A (Palayamkottai to Thoothukudi section) in the State of Tamil Nadu.

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- (lxxi) S.O. 1611 (E) published in Gazette of India dated the 16th November, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 4 (Chennai—Ranipet section) in the State of Tamil Nadu.
- (lxxii) S.O. 1622 (E) published in Gazette of India dated the 18th November, 2005 regarding acquisition of land for public purpose of construction of free-flow facilities along National Highway No. 4, 45 and 205 in the State of Tamil Nadu.
- (lxxiii) S.O. 1646 (E) published in Gazette of India dated the 24th November, 2005 making certain amendments in the Notification No. S.O. 594 (E) dated the 28th April, 2005.
- (lxxiv) S.O. 1647 (E) published in Gazette of India dated the 24th November, 2005 regarding acquisition of land for building (four-laning) of National Highway No. 46 (Krishnagiri—Ranipet section) in the State of Tamil Nadu.
- (lxxv) S.O. 1648 (E) published in Gazette of India dated the 24th November, 2005 regarding acquisition of land for public purpose of building (four-laning) of National Highway No. 4 (Chennai—Ranipet section) in the State of Tamil Nadu.
- (lxxvi) S.O. 1649 (E) and S.O. 1650 (E) published in Gazette of India dated the 24th November, 2005 regarding acquisition of land for public purpose of building (four-laning) of National Highway No. 4 (Krishnagiri—Ranipet section) in the State of Tamil Nadu.
- (lxxvii) S.O. 1249 (E) published in Gazette of India dated the 9th September, 2005 making certain amendments in the Notification No. S.O. 121 (E) dated the 29th January, 2002.
- (lxxviii) S.O. 1250 (E) published in Gazette of India dated the 9th September, 2005 regarding acquisition of land for building (Four-laning) of National Highway No.79 in the State of Rajasthan.
- (lxxix) S.O. 1187 (E) published in Gazette of India dated the 25th August, 2005 regarding acquisition of land for public purpose of building (Four-laning) of National Highway No.76 in the State or Rajasthan.
- (lxxx) S.O. 1222 (E) published in Gazette of India dated the 1st September, 2005 regarding acquisition of land for public purpose of building (four-laning) of National Highway No. 76 in the State of Rajasthan.
- (lxxxi) S.O. 1503 (E) published in Gazette of India dated the 19th October, 2005 making certain amendments in the Notification No. S.O. 1119 (E) dated the 14th October, 2004.
- (lxxxii) S.O. 1504 (E) published in Gazette of India dated the 19th October, 2005 regarding acquisition of land for public purpose of building (widening) of National Highway No. 57 (Muzaffarpur—Purnea section) in the State of Bihar.
- (lxxxiii) S.O. 1507 (E) published in Gazette of India dated the 19th October, 2005 making certain amendments in the Notification No. S.O. 1118 (E) dated the 14th October, 2004.
- (lxxxiv) S.O. 1508 (E) published in Gazette of India dated the 19th October, 2005 regarding acquisition of land for public purpose of building (widening) of National Highway No. 57 (Muzaffarpur—Purnea section) in the State of Bihar.
- (lxxxv) S.O. 1629 (E) published in Gazette of India dated the 21st November, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 31 in the State of Assam.

- (lxxxvi) S.O. 1630 (E) published in Gazette of India dated the 22nd November, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 37 in the State of Assam.
- (lxxxvii) S.O. 1401 (E) published in Gazette of India dated the 27th September, 2005 making certain amendments in the Notification No. S.O. 1207 (E) dated the 16th October, 2003.
- (lxxxviii) S.O. 1402 (E) published in Gazette of India dated the 27th September, 2005 regarding acquisition of land for building, maintenance, management and operation of National Highway No. 37 in the State of Assam.
- (lxxxix) S.O. 1522 (E) published in Gazette of India dated the 21st October, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 54 (Silchar-Harangajo section) in the State of Assam.
- (xc) S.O. 1576 (E) published in Gazette of India dated the 8th November, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 36 and 54 in the State of Assam.
- (xci) S.O. 1592 (E) published in Gazette of India dated the 11th November, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 37 in the State of Assam.
- (xcii) S.O. 1284 (E) published in Gazette of India dated the 13th September, 2005 making certain amendments in the Notification No. S.O. 962 (E) dated the 23rd October, 2003.
- (xciii) S.O. 1285 (E) published in Gazette of India dated the 13th September, 2005 regarding acquisition of land for building, maintenance, management and operation of National Highway No. 5 (Bhubaneswar—Kolkata section) in the State of Orissa.
- (xciv) S.O. 1286 (E) published in Gazette of India dated the 13th September, 2005 making certain amendments in the Notification No. S.O. 696 (E) dated the 4th July, 2002.
- (xcv) S.O. 1287 (E) published in Gazette of India dated the 13th September, 2005 regarding acquisition of land for building, of National Highway No. 5 (Visakhapatnam—Bhubaneswar section) in the State of Orissa.
- (xcvi) S.O. 1288 (E) published in Gazette of India dated the 13th September, 2005 making certain amendments in the Notification No. S.O. 1016 (E) dated the 19th September, 2002.
- (xcvii) S.O. 1516 (E) published in Gazette of India dated the 20th October, 2005 regarding acquisition of land for building, (widening) of National Highway No. 5 (Visakhapatnam—Bhubaneswar Section) in the State of Orissa.
- (xcviii) S.O. 1632 (E) published in Gazette of India dated the 22nd November, 2005 regarding acquisition of land for public purpose of building, maintenance, management and operation of National Highway No. 31 in the State of West Bengal.
- (xcix) S.O. 1257 (E) published in Gazette of India dated the 9th September, 2005 making certain amendments in the Notification No. S.O. 194 (E) dated the 2nd March, 2002.
- (c) S.O. 1631 (E) published in Gazette of India dated the 22nd November, 2005 regarding acquisition of land for purpose of building (four-Laning) of National Highway No. 25 in the State of Madhya Pradesh.
- (ci) S.O. 1581 (E) published in Gazette of India dated the 10th November, 2005 regarding acquisition of land for building, (widening)

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of National Highway No. 28 in the State of Uttar Pradesh.

- (cii) S.O. 1400 (E) published in Gazette of India dated the 27th September, 2005 regarding rates of fee to be recovered from the users of Mahatma Gandhi Setu on National Highway No. 19 in the State of Bihar.

- (2) Seven statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at various items of (1) above.

[Placed in Library. See No. LT 3333/05]

- (3) A copy each of the following Notifications (Hindi and English versions) under section 11 of the National Highways Authority of India Act, 1988:—

- (i) S.O. 1662 (E) published in Gazette of India dated the 25th November, 2005 regarding levy of fee to be recovered from the users of four-laned stretch of National Highway No. 4 (Hattargi to Hirebagewadi) in the State of Karnataka.
- (ii) S.O. 1663 (E) published in Gazette of India dated the 25th November, 2005 regarding levy of fee to be recovered from the users of second Vivekananda bridge on National Highway No. 2 in the State of West Bengal.
- (iii) S.O. 1638 (E) published in Gazette of India dated the 23rd November, 2005 regarding levy of fee to be recovered from the users of four-laned stretch of National Highway No. 4 (Ankadakanna to Gabbur) in the State of Karnataka.

[Placed in Library. See No. LT 3334/05]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, on behalf of Shri S.S. Palanimanickam, I beg to lay on the Table a copy each of the following Reports (Hindi and English versions) under article 151 (1) of the Constitution—

- (i) Report of the Comptroller and Auditor General of India—Union Government (Civil) (No. 16 of 2005)—Performance Audit of Department of Ayurveda, Yoga and Naturopathy, Unani, Siddha and Homoeopathy for the year ended the March, 2004.

[Placed in Library. See No. LT 3335/05]

- (ii) Report of the Comptroller and Auditor General of India—Union Government (Civil) (No. 17 of 2005)—Performance Audit of Property Management by Ministry of External Affairs for the year ended the March, 2004.

[Placed in Library. See No. LT 3336/05]

- (iii) Report of the Comptroller and Auditor General of India—Union Government (Defence Services) (No. 18 of 2005)—Performance Audit of the Directorate General of Quality Assurance—Quality Assurance of Armament, for the year ended the March, 2004.

[Placed in Library. See No. LT 3337/05]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTILAL BHURIA): 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) A copy of the Review by the Government of the working of the National Seeds Corporation Limited, New Delhi, for the year 2004-2005.
- (ii) Annual Report of the National Seeds Corporation Limited, New Delhi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3338/05]

- (2) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—
- (a) (i) A copy of the Review by the Government of the working of the Karnataka Cashew Development Corporation Limited, Mangalore, for the year 2004-2005.
- (ii) Annual Report of the Karnataka Cashew Development Corporation Limited, Mangalore, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 3339/05]
- (b) (i) A copy of the Review by the Government of the working of the Jammu and Kashmir State Agro Industries Development Corporation Limited, Srinagar, for the year 1990-1991.
- (ii) Annual Report of the Jammu and Kashmir State Agro Industries Development Corporation Limited, Srinagar, for the year 1990-1991, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 3340/05]
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item (b) of (2) above.
- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Coconut Development Board, Kochi, for the year 2004-2005.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Coconut Development Board, Kochi, for the year 2004-2005, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the Coconut Development Board, Kochi, for the year 2004-2005.
- [Placed in Library. See No. LT 3341/05]
- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Society of Agricultural Economics, Mumbai, for the year 2004-2005 alongwith Audit Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Society of Agricultural Economics, Mumbai, for the year 2004-2005.
- [Placed in Library. See No. LT 3342/05]
- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Society of Agricultural Statistics, New Delhi, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Society of Agricultural Statistics, New Delhi, for the year 2004-2005.
- [Placed in Library. See No. LT 3343/05]
- (7) (i) A copy of the Annual Report (Hindi and English versions) of the National Federation of State Co-operative Banks Limited, Navi Mumbai, for the year 2004-2005.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Federation of State Co-operative Banks Limited, Navi Mumbai, for the year 2004-2005, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Federation of State Co-operative Banks Limited, Navi Mumbai, for the year 2004-2005.
- [Placed in Library. See No. LT 3344/05]
- (8) (i) A copy of the Annual Report (Hindi and English versions) of the National Co-

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operative Agriculture and Rural Development Banks' Federation Limited, Mumbai, for the year 2004-2005.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the National Co-operative Agriculture and Rural Development Banks' Federation Limited, Mumbai, for the year 2004-2005, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Co-operative Agriculture and Rural Development Banks' Federation Limited, Mumbai, for the year 2004-2005.

[Placed in Library. See No. LT 3345/05]

- (9) A copy of the Spices Grading and Marking Rules, 2005 (Hindi and English versions) published in Notification No. G.S.R. 257 in Gazette of India dated the 30th July, 2005 under sub-section (3) of section 3 of the Agricultural Produce (Grading and Marking) Act, 1937.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. LT 3346/05]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): Sir, I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 141 of the Border Security Force Act, 1968.
- (i) The Border Security Force (Combatised Stenographers Cadre), Group 'A', Group 'B' and Group 'C' Posts, Recruitment Rules, 2005, published in Notification No. G.S.R. 267 in Gazette of India dated the 13th August, 2005.

- (ii) The Border Security Force (Combatised Ministerial Cadre), Group 'A', Group 'B' and Group 'C' Posts, Recruitment Rules, 2005, published in Notification No. G.S.R. 268 in Gazette of India dated the 13th August, 2005.

[Placed in Library. See No. LT 3347/05]

- (2) A copy of the Citizenship (Third Amendment) Rules, 2005 (Hindi and English versions) published in Notification No. G.S.R. 702 (E) in Gazette of India dated the 2nd December, 2005 under sub-section (4) of section 18 of the Citizenship Act, 1955.

[Placed in Library. See No. LT 3348/05]

- (3) A copy of the Annual Accounts (Hindi and English versions) of the National Human Rights Commission, New Delhi, for the year 2003-2004, together Audit Report thereon.

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

[Placed in Library. See No. LT 3349/05]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI TASLIMUDDIN): Sir, I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Cooperative Consumers' Federation of India Limited, New Delhi, for the year 2004-2005, along-with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Cooperative Consumers' Federation of India Limited, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3350/05]

(1) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—

(i) Review by the Government of the working of the Lakshadweep Development Corporation Limited, Kavaratti, for the year 2004-2005.

(ii) Annual Report of the Lakshadweep Development Corporation Limited, Kavaratti, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3351/05]

(3) A copy of the Standards of Weights and Measures (General) Fourth Amendment Rules, 2005 (Hindi and English versions) published in Notification No. G.S.R. 680(E) in Gazette of India dated the 23rd November, 2005 under sub-section (4) of section 83 of the Standards of Weights and Measures, Act, 1976.

[Placed in Library. See No. LT 3352/05]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): Sir, I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Indira Gandhi National Open University, New Delhi, for the year 2002-2003.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indira Gandhi National Open University, New Delhi, for the year 2002-2003.

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

[Placed in Library. See No. LT 3353/05]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Indira Gandhi

National Open University, New Delhi, for the year 2004-2005.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indira Gandhi National Open University, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3354/05]

(4) (i) A copy of the Annual Report (Hindi and English versions) of the North Eastern Regional Institute of Science and Technology, Itanagar, for the year 2003-2004, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North Eastern Regional Institute of Science and Technology, Itanagar, for the year 2002-2003.

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

[Placed in Library. See No. LT 3355/05]

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Haryana Prathamik Shiksha Pariyojna Parishad, Chandigarh, for the year 2002-2003, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Haryana Prathamik Shiksha Pariyojna Parishad, Chandigarh, for the year 2002-2003.

(7) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above—

[Placed in Library. See No. LT 3356/05]

(8) (i) A copy of the Annual Report (Hindi and English versions) of the Rajasthan Council of Primary Education, Jaipur, for the year 2003-2004, alongwith Audited Accounts.

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- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Rajasthan Council of Primary Education, Jaipur for the year 2003-2004.

(9) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT 3357/05]

(10) (i) A copy of the Annual Report (Hindi and English versions) of the Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2003-2004.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2003-2004, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2003-2004.

(11) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library. See No. LT 3358/05]

(12) (i) A copy of the Annual Report (Hindi and English versions) of the Sant Longowal Institute of Engineering and Technology, Sangrur, for the year 2003-2004, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sant Longowal Institute of Engineering and Technology, Sangrur, for the year 2003-2004.

(13) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (12) above.

[Placed in Library. See No. LT 3359/05]

(14) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Warangal, for the year 2004-2005, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology, Warangal, for the year 2004-2005.

[Placed in Library. See No. LT 3360/05]

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Social Science Research, New Delhi, for the year 2003-2004, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the the Government of the working of the Indian Council of Social Science Research, New Delhi, for the year 2003-2004.

(16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library. See No. LT 3361/05]

(17) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Hamirpur, for the year 2003-2004, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the the Government of the working of the National Institute of Technology, Hamirpur, for the year 2003-2004.

(18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

[Placed in Library. See No. LT 3362/05]

(19) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Karnataka, Surathkal, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Karnataka, SURATHKAL, for the year 2004-2005.

[Placed in Library. See No. LT 3363/05]

- (20) (i) A copy of the Annual Report (Hindi and English versions) of the University of Delhi (Part-I and II), Delhi, for the year 2000-2001.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the University of Delhi (Part-I and II), Delhi, for the year 2000-2001.

- (21) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (20) above.

[Placed in Library. See No. LT 3364/05]

- (22) A copy of the Annual Accounts (Hindi and English versions) of the University of Delhi, for the year 2001-2002, together Audit Report thereon.

- (23) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (22) above.

[Placed in Library. See No. LT 3365/05]

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): 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 MMTC Limited, New Delhi, for the year 2004-2005.

- (ii) Annual Report of the MMTC Limited, New Delhi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 3366/05]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Foreign Trade, New Delhi, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Foreign Trade, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3367/05]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Rubber Manufacturers Research Association, Thane, for the year 2004-2005, alongwith Audited Accounts.

- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Rubber Manufacturers Research Association, Thane, for the year 2004-2005.

[Placed in Library. See No. LT 3368/05]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Project Exports Promotion Council of India, Mumbai, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Project Exports Promotion Council of India, Mumbai, for the year 2004-2005.

[Placed in Library. See No. LT 3369/05]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Packaging, Mumbai, for the year 2004-2005, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Packaging, Mumbai, for the year 2004-2005.

[Placed in Library. See No. LT 3370/05]

[Shri E.V.K.S. Elangovan]

- (6) A copy of the Export Inspection Council (Recruitment) Amendment Rules, 2005 (Hindi and English versions) published in Notification No. G.S.R. 314 in Gazette of India dated the 10th September, 2005, under sub-section (3) of section 17 of the Export (Quality Control and Inspection) Act, 1963

[Placed in Library. See No. LT 3371/05]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Marine Products Export Development Authority, Kochi, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Marine Products Export Development Authority, Kochi, for the year 2004-2005.

[Placed in Library. See No. LT 3372/05]

- (8) (i) A copy of the Annual Report (Hindi and English versions) of the Spices Board, Cochin, for the year 2004-2005.
- (ii) A copy of the Annual Report (Hindi and English versions) of the Spices Board, Cochin, for the year 2004-2005 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Spices Board, Cochin, for the year 2004-2005.

[Placed in Library. See No. LT 3373/05]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Cashew Export Promotion Council of India, Kochi, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Cashew Export Promotion Council of India, Kochi, for the year 2004-2005.

[Placed in Library. See No. LT 3374/05]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTI LAL BHURIA):  
Sir, I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 6 of the Essential Commodities Act, 1955:—

(i) The Sugar (Price Determination for 2005-2006 production) Order, 2005 published in Notification No. G.S.R. 666 (E)/Ess. Com./Sugar in Gazette of India dated the 17th November, 2005.

(ii) Notification No. G.S.R. 667 (E)/Ess. Com./Sugar published in Gazette of India dated the 17th November, 2005, containing order notifying the Statutory Minimum Price of Sugarcane for 2005-2006 sugar season.

(iii) the Edible Oils Packaging (Regulation) Amendment Order, 2005 published in Notification No. G.S.R. 684 (E) in Gazette of India dated the 23rd November, 2005.

[Placed in Library. See No. LT 3375/05]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Food Corporation of India, New Delhi, for the year 2003-2004, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Food Corporation of India, New Delhi, for the year 2004-2005.

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

[Placed in Library. See No. LT 3376/05]

[English]

MR. SPEAKER: Shri Bhuria, now you may lay the papers on behalf of Shri Sharad Pawar listed at serial

no. 3. The information has come very late, but I am permitting you as an exception. It should not be treated as a precedent.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTI LAL BHURIA): Mr. Speaker Sir, on behalf of my senior colleague, Shri Sharad Pawarji. I may be permitted to lay the following papers on the table of the House...*(Interruptions)*

MR. SPEAKER: You are permitted to lay them.

SHRI KANTILAL BHURIA: Mr. Speaker Sir, I on behalf of Shri Sharad Pawar beg to lay the following papers on the table of the House—

- (1) A copy of the Annual Report (Hindi and English versions) of the Bureau of Indian Standards, New Delhi, for the year 2004-2005, alongwith Audited Accounts.
- (2) A copy of the Review (Hindi and English versions) by the Bureau of Indian Standards, New Delhi, for the year 2004-2005.

[Placed in Library. See No. LT 3299/05]

12.10 hrs.

COMMITTEE ON GOVERNMENT ASSURANCES

**Sixth Report**

[English]

SHRI HARIN PATHAK (Ahmedabad): I beg to present a copy of the Sixth Report (Hindi and English versions) of the Committee on Government Assurances regarding dropping of pending assurances.

12.10½ hrs.

COMMITTEE ON PAPERS LAID ON THE TABLE

**Seventh and Eighth Reports and Minutes**

[English]

SHRI HANNAN MOLLAH (Uluberia): I beg to

present the Seventh and Eighth (Action Taken) Reports (Hindi and English versions) of the Committee on Papers Laid on the Table (2005-06) and the minutes relating thereto.

12.11 hrs.

COMMITTEE ON SUBORDINATE LEGISLATION

**Ninth and Tenth Reports**

[English]

SHRI N.N. KRISHNADAS (Palghat): I beg to present the Ninth and Tenth Reports (Hindi and English versions) of the Committee on Subordinate Legislation.

12.11½ hrs.

STANDING COMMITTEE ON CHEMICALS AND FERTILIZERS

**Action taken on 51st, 52nd, 54th and 3rd Reports**

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri): Sir, I beg to lay on the Table a copy each (Hindi and English versions) of the Statements showing Action Taken by the Government on the recommendations contained in the following Action Taken Reports of the Erstwhile Standing Committee on Petroleum and Chemicals (2003) and Standing Committee on Chemicals and Fertilizers (2004-05):—

- (1) 51st Report (13th Lok Sabha) on Demands for Grants—2003-04 of the Ministry of Chemicals and Fertilizers (Department of Chemicals and Petrochemicals).
- (2) 52nd Report (13th Lok Sabha) on Demands for Grants—2003-04 of the Ministry of Chemicals and Fertilizers (Department of Chemicals and Fertilizers).
- (3) 54th Report (13th Lok Sabha) on Demands, Availability and Distribution of Fertilizers.
- (4) 3rd Report (14th Lok Sabha) on Demands for

[Shri Anant Gangaram Geete]

Grants—2004-05 of the Ministry of Chemicals and Fertilizers (Department of Chemicals and Petrochemicals).

12.12 hrs.

## STANDING COMMITTEE ON DEFENCE

### *Statements*

[English]

SHRI BALASAHEB VIKHE PATIL (Kopergaon): I beg to lay on the Table of following Statements (Hindi and English versions):—

- (1) Showing action taken by the Government on the recommendations contained in Chapter-I and final replies to the recommendations contained in Chapter V of the Third Report of the Standing Committee on Defence (Fourteenth Lok Sabha) on action taken by the Government on recommendations contained in their First Report (Fourteenth Lok Sabha) on Demands for Grants of the Ministry of Defence for the year 2004-2005.
- (2) Showing action taken by the Government on the recommendations contained in Chapter-I and final replies to the recommendations contained in Chapter V of the Fourth Report of the Standing Committee on Defence (Fourteenth Lok Sabha) on action taken by the Government on recommendations contained in their Twentieth Report (Thirteenth Lok Sabha) on Welfare of Servicemen and Ex-Servicemen.

12.12½ hrs.

## STANDING COMMITTEE ON INFORMATION TECHNOLOGY

### **Twenty Third and Twenty Fourth Reports**

[English]

SHRI M.M. PALLAM RAJU (Kakinada): I beg to

present the following Reports (Hindi and English versions) of the Standing Committee on Information Technology (2005-06):—

- (1) Twenty Third Report on action taken by Government on the recommendations/Observations of the Committee contained in their Eighteenth Report (Fourteenth Lok Sabha) on Demands for Grants (2005-06) relating to the Ministry of Information and Broadcasting.
- (2) Twenty Fourth Report on action taken by Government on the recommendations/Observations of the Committee contained in their Nineteenth Report (Fourteenth Lok Sabha) on Functioning of Registrar of Newspapers for India (RNI) relating to the Ministry of Information and Broadcasting.

12.12¾ hrs.

## STANDING COMMITTEE ON LABOUR

### **Ninth and Tenth Reports**

[English]

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): I beg to present a copy each of the following reports (Hindi and English versions) of the Standing Committee on Labour:—

- (1) Ninth Report of the Standing Committee on Labour on the subject "Development Schemes for Handloom Sector".
- (2) Tenth Report of the Standing Committee on Labour on "The Labour Laws (Exemption from Furnishing Returns and Maintaining Registers by Certain Establishments) Amendment and Miscellaneous Provisions Bill, 2005".

12.13 hrs.

## STATEMENTS BY MINISTERS

- (i) Status of implementation of recommendations contained in the 112th Report of Standing Committee on Home Affairs on Demands for

**Grants (2005-2006) pertaining to the Ministry of Home Affairs**

[English]

MR. SPEAKER: I have got notice from him. So, I am prepared to allow Shri Manikrao Hodlya Gavit to make a statement on behalf of Shri Shivraj V. Patil.

[Translation]

\*THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): Sir, I beg to make a statement regarding the status of implementation of recommendations contained in the 112th Report of Standing Committee on Home Affairs on Demands for Grants (2005-2006) pertaining to the Ministry of Home Affairs.

MR. SPEAKER: You lay it on the table of the House.

SHRI MANIKRAO HODLYA GAVIT: I beg to lay a copy of the statement on the table of the House which may be treated as read.

The Department-related Parliamentary Standing Committee on Home Affairs had in its meeting held on 29th March, 2005 considered the Demands for Grants for 2005-06 of the Ministry of Home Affairs with reference to the aims, objectives and achievements of the Ministry and also took oral evidence of the senior officers of this Ministry. The Committee examined the Demands for Grants and its 112th Report was laid on the Table of Lok Sabha on 20th April, 2005 in Lok Sabha.

The Committee in its 112th Report made as many as eighteen (18) recommendations (paragraph No. 8.4, 9.3.0, 9.3.1, 10.3, 11.4, 12.3, 12.4, 13.3, 14.4, 14.7, 15.4, 16.2, 20.1, 22.3.1, 24.2, 24.12, 25.0 and 25.1) in respect of which the Ministry of Home Affairs is required to take action.

This Ministry has accepted all the recommendations of the Standing Committee fully except two. While in case of para No. 24.2, the recommendation has been accepted partially with slight modifications the recommendation at para No. 25.1 has not been accepted. The position briefly is as under:—

Para No.	Reasons for Partial acceptance
24.2	Since the other Union Ministries are concerned with the responsibility for specific type of disasters, such as rail accidents, air accidents, chemical accidents, epidemics and drought etc., the primary responsibility can best be discharged by the relevant nodal/line Ministries/Departments while the Ministry of Home Affairs will extend such support as may be needed. Therefore, it is not felt necessary to make any changes in the Allocation of Business Rules.

Para No.	Reasons for non-acceptance
25.1	It has not been accepted as the decision regarding Chairmanship of the High Level Committee which takes the final decision on grant of relief assistance to States from NCCF was taken at the highest level and necessary coordination is being ensured under the existing arrangement.

The paragraph-wise position is summed up as under:—

Sl. No.	Whether accepted	Paragraph No.	Number of Paragraphs
(1)	Accepted	8.4, 9.3.0, 9.3.1, 10.3, 11.4, 12.3, 12.4, 13.3, 14.4, 14.7, 15.4, 16.2, 20.1, 22.3.1, 24.12, and 25.0.	Sixteen
(2)	Partially accepted	24.2	One
(3)	Not accepted	25.1	One
<b>Total</b>			<b>18 (Eighteen)</b>

\*Placed in Library, See No. LT 3377/05.

[Shri Manikrao Hodliya]

A detailed statement showing the action taken/ being taken with reference to the recommendations contained in various paragraphs of the 112th Report of the Committee is attached.

12.13½ hrs.

**(ii) Status of implementation of recommendations contained in the 14th, 16th and 17th Reports of Standing Committee on Finance pertaining to the Ministry of Finance**

[English]

\*THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to lay a statement regarding the status of implementation of recommendations contained in the 14th, 16th and 17th Reports of Standing Committee on Finance pertaining to the Ministry of Finance.

I deem it a privilege to make a statement on the status of implementation of recommendations contained in the Fourteenth Report on "Widening of Tax Base and Evasion of Tax (2004-05), Sixteenth Report on "Demands for Grants (2005-06)" pertaining to Department of Economic Affairs, Expenditure and Disinvestment and the Seventeenth Reports pertaining to the Department of Revenue of the Standing Committee on Finance (2004-05), Fourteenth Lok Sabha a pursuance of Direction 73A of the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin, Part II dated 01st September, 2004.

2. The Standing Committee on Finance (14th Lok Sabha) presented its 14th Report on "Widening of Tax base and Evasion of Tax (2004-2005) of Ministry of Finance (Department of Revenue)" to the Lok Sabha on 25th February 2005 and laid in Rajya Sabha on 26th February 2005. Thereafter, the Committee called for the action taken statements from the Department of Revenue on the recommendations/observations contained in the Report. The same were furnished to the Committee on 24th May, 2005. In all, the Committee made 19 recommendations. The Government has accepted all the 19 recommendations and the action taken is indicated in Annexure I.

3. The Sixteenth Report of the Standing Committee on Finance (14th Lok Sabha) was presented in the Lok Sabha on 20th April, 2005. It relates to the examination of Detailed Demands for Grants (2005-2006) of Ministry of Finance (Departments of Economic Affairs, Expenditure and Disinvestment). In the Report, the Committee deliberated on various issues and made 23 recommendations, where action is called for on the part of the Government. These recommendations mainly pertain to the issues like collection of fees by Insurance Regulatory and Development Authority (IRDA), expenditure variation with reference to BE in respect of Professional Services (Deptt. of Expenditure), Professional Services (Deptt. of Disinvestment), management of Non-Performing Assets of the Banking Sector, working of Debt Recovery Tribunals, Advances to Agriculture and Weaker Sections, Credit Deposit Ratio of Schedule Commercial Banks, Implementation of 12th Finance Commission Recommendations and the FRBM Act, Disinvestment Policy and setting up of National Investment Fund.

4. Action taken Statements on the recommendations/ observations contained in the Report had been sent to the Standing Committee on Finance on 22nd July, 2005 and subsequently. Details of present status of implementation of the recommendations made by the Committee in the Sixteenth Report is indicated in the Annexure-II.

5. The Standing Committee on Finance (14th Lok Sabha) presented its 17th Report on "Demands for Grants (2005-2006)—Ministry of Finance (Department of Revenue)" to the Lok Sabha on 20th April 2005 and laid in Rajya Sabha on the same date. Thereafter, the Committee called for the action taken statements from the Department of Revenue on the recommendations/ observations contained in the Report. The same were furnished to the Committee on 27th July, 2005. Out of 27 recommendations made by the Committee, 20 have been accepted and 2 have been partially accepted by the Government. The remaining 5 recommendations have not been accepted. The action taken is indicated in Annexure III.

6. I would not like to take the valuable time of the House to read out the contents of these Annexures. I would request that these may be taken as raad.

12.14 hrs.

**(III) Status of implementation of recommendations contained in the 3rd, 4th and 6th Reports of the Standing Committee on Food, Consumer Affairs and Public Distribution (Department of Food and Public Distribution)**

*[Translation]*

\*THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTILAL BHURIA): Sir, I beg to make a statement regarding the status of implementation of recommendations contained in the 3rd, 4th and 6th Reports of the Standing Committee on Food, Consumer Affairs and Public Distribution, (Department of Food and Public Distribution.

MR. SPEAKER: Would make?

SHRI KANTILAL BHURIA: I beg to lay the statement on the table of the House.

I am making this statement on the status of implementation of recommendations contained in the Third, Fourth and Sixth Reports of Standing Committee on Food, Consumer Affairs and Public Distribution, Department of Food and Public Distribution in pursuance of rule 389 of the Rules of Procedure and Conduct of Business in the Lok Sabha, issued by the Hon'ble Speaker, Lok Sabha vide Lok Sabha Bulletin-Part II, dated September 1st, 2004.

The statements indicating the action taken/status of all the recommendations contained in respect of the afore mentioned reports of the Standing Committee on Food, Consumer Affairs and Public Distribution, Department of Food and Public Distribution are annexed separately. It may please be noted that the Third, Fourth and Sixth Reports contain 13, 17 and 28 recommendations respectively. These recommendations of the Committee have been examined carefully by the Ministry of Consumer Affairs, Food and Public Distribution, Department of Food and Public Distribution. The details of recommendations which has been accepted/partially accepted/not accepted/under process is given as under:—

Report	No. of Recommendations	Accepted	Partially Accepted	Under Process	Not Accepted
Third	13	13	—	—	—
Fourth	17	13	2	1	1
Sixth	28	22	5	—	1

The reasons for non acceptance of the recommendations which could not be accepted have been mentioned against each recommendation. Statements on the Third, Fourth and Sixth Reports are annexed and may please be seen at pages 1-14, 15-28 and 29-69 respectively.

The action taken replies in respect of Third Report was sent to the Committee on 21-11-2005. The action taken replies were sent to the Committee on 30th August, 2005 in respect of Fourth Report and on 30th September, 2005 and 31st October, 2005 in respect of Sixth Report.

12.15 hrs.

**(iv) Outcome of climate change negotiations held in Montreal, Canada**

*[English]*

\*THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI A. RAJA): Sir, I beg to lay a statement regarding the outcome of Climate Change negotiations held in Montreal, Canada.

The 11th Meeting of Conference of Parties (COP-11) of the United Nations Framework Convention on Climate Change (UNFCCC) and the 1st Meeting of

[Shri A. Raja]

Parties (MOP-1) of the Kyoto Protocol was held in Montreal from 28th November to 9th December 2005.

This Conference was a landmark event as it formally adopted various decisions popularly known as Marrakech Accord. This ensures that the Kyoto Protocol is now up and running. The Indian delegation played an important role in drafting the decision providing further guidance relating to the clean development mechanism (CDM). The prompt start projects activities that commenced in the period between 1 January, 2000 and 18 November, 2004 and have not yet requested registration but have either submitted new methodology or have requested validation by a designated operational entity by 31st December, 2005 can now request retroactive credits after they are registered by the CDM Executive Board by 31st December, 2006. Earlier this deadline was 31st December, 2005. Another favourable aspect of this decision has been new eligibility of programme based CDM activities. This ensures that many more CDM projects from India would be able to register with the CDM Executive Board. It may be worthwhile to mention that currently India is the global leader in generating CDM projects and has accorded Host Country Approvals to 203 CDM projects, which are expected to generate 195 million Certified Emission Reduction Units (CERs) and envisage an investment of Rs. 14,765 crores in the country.

Another important decision of this conference was to consider further commitments for developed country parties included in Annex I for the period beyond 2012 in accordance with Article 3, Paragraph 9 of the Kyoto Protocol. An open-ended ad-hoc working group of parties to the Kyoto Protocol has been established to ensure that there is no gap between the first and second commitment periods. The meeting had also approved a five-year programme of work of the Subsidiary Body for Scientific and Technological Advice (SBSTA) on impacts, vulnerability and adaptation to climate change.

During the conference, many countries both developed and developing pressed for further "broad basing" of GHG abatement commitments. Our delegation

was able to moderate this demand for inclusion not only of non-Kyoto developed countries like the USA, but also fast growing developing countries like India, China and Brazil to a dialogue on long-term cooperative action to address climate change, rather than negotiations on new commitments, by enhancing implementation of the Convention. This dialogue without prejudice to any future negotiations, commitments, process, framework or mandate under Convention and with the explicit provisions that it will not lead to negotiations for new commitments, is meant to exchange experiences and analyze strategic approaches for long-term cooperative action to address climate change that includes the following areas:—

- (a) Advancing development goals in a sustainable way
- (b) Addressing action on adaptation
- (c) Realizing the full potential of technology
- (d) Realizing the full potential of market-based opportunities.

During my participation in the high-level segment of the Conference, I emphasized that despite 8 per cent annual GDP growth, which we hope to attain in the near future, and which is absolutely essential to sustain if we have to succeed in alleviating mass poverty in our lifetime, it will be many decades before India's per capita GHG emissions approach anything close to the current world average. While emphasizing that our first and overriding priority is economic and social development and poverty eradication our delegation at the Conference maintained that India took its responsibilities and commitments under the Framework Convention very seriously and is committed to pursue the path of sustainable development. Further that we were actively pursuing policies, which are designed to control, reduce or prevent anthropogenic emissions of greenhouse gases in sectors such as energy, transport, industry and forestry. Our stand at the Conference drew considerable appreciation and support, particularly from other developing countries.

The issues related to the Asia-Pacific Partnership on Clean Development and Climate, which is complementary to the Kyoto Protocol, were also

discussed at the official level on the sidelines of the Montreal Conference. In January next year, the Partners will adopt the Charter and the Work Program of this Partnership. The issue of climate change is very important and we are taking necessary action meeting which the associated political, scientific and economic challenges.

12.17 hrs.

- (v) (a) Status of implementation of recommendations contained in 70th Report of Standing Committee on Commerce on Demands for Grants (2005-2006) pertaining to the Department of Commerce**

[English]

\*THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): Sir, in pursuance of Directions 73A of the hon. Speaker, Lok Sabha issued vide Lok Sabha Bulletin—Part II dated September 1, 2004, I am making this statement on the status of the implementation of recommendations contained in the 70th Report of the Standing Committee on Demands for Grants (2005-06) in respect of Department of Commerce.

(i) Standing Committee examined the Demands for Grants for the year 2005-06 of the Department of Commerce in its meeting held on 29th March, 2005. The Report was presented to the Lok Sabha on 20th April, 2005. The Report contained 52 recommendations.

(ii) These recommendations of the Committee mainly relate to approval of the Scheme of National Export Insurance Accounts (NEIA), timely clearing of pending cases of refund on account of duty drawback on deemed exports, timely completion/inspection of projects undertaken under the ASIDE Scheme, evaluation of the ASIDE Scheme, wide publicity of the Market Access Initiative Scheme (MAI), launching of brand ambassadors network with a view to providing an impetus to India's

\*Placed in Library. See No. LT 3381/05.

trade and investment relations with other countries, investors/entrepreneurs being encouraged to set up their business in the Special Economic Zones, extension of ongoing "Focus" programmes with encouraging results, finalisation of Foodgrain Export Subsidy Scheme, setting up of aqua Fishes Technology Park for mass production of ornamental fishes, equipping and upgrading of laboratories for carrying out analysis of antibiotics, pesticide residues and other contamination, radical steps for salvaging the tea industry, long-term solution to the crisis in coffee industry, approval of the Modified Rubber Plantation Development Scheme, upgrading quality of spices by adopting modern processing technologies and supporting product research for higher value addition, development of high value herbal spices for exports, setting up of Cashew Board etc.

(iii) Out of 52 recommendations, the Government has not accepted three recommendations, i.e. recommendation No. 2.12, 14.5 and 20 regarding mechanism for better exports related data, setting up of Cashew Board and appointment of Commercial Attache by the Department of Commerce. The reasons for non-acceptance of recommendations are given in the annexures. The recommendation regarding data relating to export of services being included for determining the export performance of the States for assistance under the ASIDE Scheme to the States, the matter is still under consideration of the Department.

12.18 hrs.

- (v) (b) Status of implementation of recommendations contained in 71st Report of Standing Committee on Commerce on Demands for Grants (2005-2006) pertaining to the Department of Industrial and Promotion**

[English]

MR. SPEAKER: Mr. Minister, you can lay the second statement on the Table of the House.

\*THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (SHRI E.V.K.S. ELANGOVA): Sir, I beg to lay a statement regarding

\*Placed in Library. See No. LT 3382/05.

[Shri E.V.K.S. Elangovan]

the status of implementations of recommendations contained in the 71st Report of Standing Committee on Commerce on Demands for Grants (2005-06) pertaining to the Department of Industrial Policy and Promotion.

I am making this statement on the status of implementation of recommendations contained in the Seventy First Report of Parliamentary Standing Committee on Commerce on the direction of the Hon'ble Speaker, Lok Sabha, in pursuance of the provisions of Rule 389 (New Direction 73-A) of the Rules of Procedure and Conduct of Business in Lok Sabha issued vide Lok Sabha Bulletin Part II dated September 01, 2004

The Standing Committee on Commerce examined the Demand for Grants of the Ministry of Commerce and Industry, Department of Industrial Policy and Promotion for the year 2005-06 and presented their Seventy First Report in this regard to the Rajya Sabha on the 19th April, 2005 and the same was laid on the Table of Lok Sabha on 20th April, 2005. The Report contains thirty four recommendations.

All the thirty four recommendations of the Committee have been considered in the Department of Industrial Policy and Promotion. The action as recommended by the Committee has either already been taken or has been initiated. The status of implementation of these recommendations is given in the Annexure.

12.19 hrs

### CONSTITUTION (ONE HUNDRED AND FOURTH AMENDMENT) BILL, 2005\*

[English]

MR. SPEAKER: Let us take up item no. 28. Shri Arjun Singh to introduce a Bill.

...(Interruptions)

MR. SPEAKER: Shri Devendra Prasad Yadav, please take your seat. Wait for your turn. Why are you raising?

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THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): Sir, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. SPEAKER: Motion moved:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

Hon. Members you are all aware that only legislative competence can be raised at this stage. Shri Devendra Prasad Yadav, I am calling you to speak. Please remember that rule and make your submission accordingly.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhunjharpur): Sir, with your permission, I would like to place my view point under Rule 71(2) of the Rules of Conduct of Business.

Mr. Speaker, Sir is clear in the Article 15(4) that:

[English]

"Nothing in this article or in clause (2) or article 29 shall prevent the State from making any special provision for the advancement of any socially and educationally backward classes of citizens or for the Scheduled Castes and the Scheduled Tribes."

[Translation]

We have no objection in this regard. We are completely in favour of this Bill. My submission is that the First Constitutional Amendment, which was made in 1951 at the time of Pt Jawahar Lal Nehru and Sardar Patel, was a historic constitutional amendment. This Bill has been introduced for the socially and educationally backward classes mentioned in the Article 15 (4) inserted by the said amendment. If the words "socially, educationally backward classes of citizens" are added to the definition of nomination then the meaning becomes more clear. When in the year 1992, recommendations of the Mandal Commission were implemented, a decision was given by the Supreme Court in the Indira Sahni Vs. Union of India case, which I would like to quote here

with your permission. After 1992, the words "socially and educationally backward" are no longer vague as these words have become constitutional words. These words are fundamental and cannot be changed. I feel necessary to quote here the verdict of the Supreme Court in this regard. I would like to state how Articles 15(4) and 16(4) have been defined and how it has been interpreted by the Supreme Court.

[English]

"Article 15(4) speaks about socially and educationally backward classes of citizen while article 16(4) speaks only of any backward class citizen. However, it is now settled that the expression 'backward class of citizen' in article 16(4) means the same thing as the expression 'any socially and educationally backward class of citizen in article 15(4). In order to qualify for being called a backward class citizen, he must be a member of a socially and educationally backward class."

[Translation]

We had a meeting with the hon'ble Minister and we agreed upon it. But as has been indicated the aims and objectives will not become mandatory. In this regard, I would like to submit that this is a constitutional amendment and from today onwards aims and objectives will no more be effective as only the basic draft will become an Act. I want to say that neither it should be made mandatory nor the aims and objectives should be made effective, only the word backward classes be added to the aims and objectives of the bill, since the word OBC is now in vogue. After the implementation of the Mandal Commission report in 1992, whether it is the UPSC or any other service commission of Bihar, so far OBCs have not been given benefit of reservation in any educational institution be it JNU, BHU or IITs as the word was not specified clearly.

[English]

MR. SPEAKER: That is a different point.

[Translation]

SHRI DEVENDRA PRASAD YADAV: Mr. Speaker,

Sir, I want that it should be interpreted clearly. My submission is that where SC/ST has been mentioned, the word 'OBC' may also be added there. My submission is this only as SOR is not mandatory.

[English]

MR. SPEAKER: I am sure. your suggestion is well taken.

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Speaker, Sir, just now, what Shri Devendra Prasadji was saying, is correct. This bill was to be introduced last week but due to the lack of farsightedness of the Government no amendment has been made in the Bill. As has been said right now, they are the inserting the words 'classes of citizen' in this article but it is not serving the purpose. My submission is that this is not going to protect the interests of the OBC's.

I want to add one more thing that the last line which is being inserted in it that there are number of such institutions where students belonging to such castes do not study but students of general castes study, then they will not get the benefit of it. The children whom we want to give good education will not get its benefit. I request that this should be made applicable to all the aided and unaided institutions of the state. We are not talking of interfering in their establishments or in their administration. My point is that the people of this category could get accommodated, get an identity in such minority institutions which have made a mark in the country. For this, it is necessary to segregate the two things.

As Devendra Prasadji has just said, it is true that OBC's are not getting reservation in the premier educational institutions of the country. After the insertion of this article, how can we protect the OBC's through objects and reason? I think, it will go against us in the court. It is not true that we are not the supporter of OBC's as some people have been saying. I allege that the ruling party who favour the OBC's actually do not support them. They talk against their interests. They have no concern for OBC's at all.

[English]

MR. SPEAKER: Those hon. Members who have given due notice in time will be called. They have to hold their patience. I cannot call all of them together.

[Translation]

PROF. RAM GOPAL YADAV (Sambhal): Sir, I think that there is some confusion among the honourable members. The recommendations of the Mandal Commission were implemented, under article 15(4) of the constitution. But in the procedure of reservation which was adopted, after sometime it was provided through a presidential order as to how much percentage of reservation one will get.

[English]

That process, Bill should also be applied after this process.

[Translation]

Because, previously reservation was there in the services, there was no reservation in educational institutions.

[English]

This amendment is specially meant for reservation in educational institution, whether aided or unaided.

[Translation]

Therefore, there should not be any confusion.

[English]

In the Objects and Reasons, it has been added.

[Translation]

In the Parliament, if the words "that is backward classes" have been added after socially and educationally backwards in the objects by the Government then it should be relied upon. I think, after this bill is passed and by the order issued by the honourable President through warrant, the state government will issue a G.O. separately through which the backward classes will definitely get reservation in educational institutions.

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, I had objected against it on the very first day. But, the objects and reasons which have been circulated by the honourable minister today removes my doubts. Because the recommendations of the Mandal Commission which were implemented, were also implemented through the order of the honourable President. It is only being provided that the reservation can also be given in the educational institutions. If the provision of reservation is made in the educational institutions then the Government of India will implemented it at the earliest. With this fact my doubts get resolved. For this, I want to thank the honourable Minister.

[English]

SHRI VARKALA RADHAKRISHAN (Chirayinkil): Sir, I do not straightaway oppose this Bill. But I am opposed to it on a Constitutional basis, to the provisions in the Constitution. As per the schedule of the Constitution, Education is a concurrent subject. So, the States as well as the Union Government will have powers to legislate on education. Here, in the instant case, the aim of the Government is to bring in a new sub-clause (5)—after sub-clause 4—to clause 15 of the Constitution. That is the aim of the Government. But it runs in conflict with the provisions contained in the Schedule. Why? I may point out that in the Supreme Court judgement also, religious minorities include Christians, Muslims and all those religious minorities. To illustrate my point, I would submit that in the State of Kerala, 90 per cent or I may even put it, that 95 per cent of the un-aided educational institutions are run by these communities. Some of them are giving reservation in the matter of admission. When this amending Bill is passed, that admission will be stopped. So, the main question is that they are not duly giving any representation but still they are doing it.

MR. SPEAKER: That has nothing to do with the Constitution.

SHRI VARKALA RADHAKRISHNAN: But the question is: Which is the authority to decide, to identify a religious minority? It must be given to the State, not to the Centre. If you take the all-India average, Christians and Muslims will form the minority communities. But, when it comes to Kerala, it is otherwise. So, that is why I submit that there must be a provision to identify the

religious minorities in the States. For example, in Mizoram, the Christians are in a majority and not in minority. But, on an all-India basis, it is entirely otherwise. So, when the question of religious minorities is taken into consideration, there will be difficulties. Therefore, the identification should be left to the States to decide...*(Interruptions)*

MR. SPEAKER: Very well, first of all, let there be an amendment.

SHRI VARKALA RADHAKRISHNAN: With that provision if there is a definite provision with regard to identification of minorities, the Bill will become suffice. ...*(Interruptions)*

MR. SPEAKER: You are repeating

SHRI VARKALA RADHAKRISHNAN: Otherwise it will be in conflict with the interest of the States and hence, I oppose it on that basis.

MR. SPEAKER: Oppose the Bill!

...*(Interruptions)*

*[Translation]*

CHAUDHARY LAL SINGH (Udhampur): Sir, In Jammu and Kashmir, the condition is same. ...*(Interruptions)*

*[English]*

MR. SPEAKER: There is no principle of association here.

SHRI C.K. CHANDRAPPAN (Trichur): Sir, I broadly support the proposal made by....*(Interruptions)*

MR. SPEAKER: Very well. Nothing to do with constitutionally.

SHRI C.K. CHANDRAPPAN: Actually, the point is that if this Amendment other than the minority education institutions referred to in Article 31, that part, if it is accepted, would take away the rights enjoyed by a large number of people in the unaided minority institutions. ...*(Interruptions)*

MR. SPEAKER: How? Under what line of

reasoning, I do not understand. You can explain to him later on when you argue on the Bill.

...*(Interruptions)*

SHRI ARJUN SINGH: Sir, as commonly understood, objection for the introduction of the Bill is raised on the legislative competence of the legislature.

MR. SPEAKER: You are right.

SHRI ARJUN SINGH: To the best of my knowledge, Sir, there can be no other forum competent to amend the Constitution than the Parliament itself.

MR. SPEAKER: I hope it does not have to be argued.

SHRI ARJUN SINGH: Well, Sir, sometimes the obvious is overlooked. I will not like to go into the other factors because there are issues which can be raised in the debate.

MR. SPEAKER: Yes, during the discussion.

SHRI ARJUN SINGH: I am sure in the discussions, all the hon. Members will give the best of their time and wisdom. We will try to see that the ultimate objective, as has been mentioned very clearly, is to provide reservation for backward classes, SC/ST in educational institutions which, at the moment, does not exist. Therefore, I would like to request the Members to kindly bear with us. Let us discuss this Bill and then decide as to what needs to be done.

MR. SPEAKER: Have you been given some advance notices of arguments?

SHRI ARJUN SINGH: Yes, Sir.

MR. SPEAKER: The question is:

"That leave be granted to move for leave to introduce a Bill further to amend the Constitution of India."

*The motion was adopted.*

SHRI ARJUN SINGH: Sir, I introduce the Bill.

[English]

MR. SPEAKER: Now, let us take up matters of urgent importance.

Shri Prabhunath Singh.

SHRI A. KRISHNASWAMY (Sriperumbudur): Sir, in Tamil Nadu 42 persons died in stampede. ...*(Interruptions)*

MR. SPEAKER: You know if you do that, I will adjourn and go there.

...*(Interruptions)*

MR. SPEAKER: Hon. Members, please sit down.

...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, the hon. HRD Minister is here. He should make a statement. ...*(Interruptions)*

MR. SPEAKER: Hon. Members, please sit down.

I have not minimized importance of any of these issues. As a matter of fact, I have raised it myself from the Chair. I shall allow you, I have already assured you. Even then if you disturb each other, then nothing is being recorded. No one can raise any issue. There are important issues. Many Members have given notices but I am sure nobody will be able to suggest a method where two or three hon. Members can speak on two different subjects at the same time and that can be permitted.

...*(Interruptions)*

MR. SPEAKER: Please wait, I will allow you.

...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY: Sir, the hon. HRD Minister is here...*(Interruptions)*

MR. SPEAKER: I know that. I have already said that. The day is not over.

...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY: The day is not over but he will go. Let him say he will...*(Interruptions)*

MR. SPEAKER: He has to do it today.

...*(Interruptions)*

SHRI KHARABELA SWAIN (Balasore): I have been asking for...*(Interruptions)*

MR. SPEAKER: He has gone to the other House. He is coming.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, he is coming.

MR. SPEAKER: I have already instructed. Mr. Tripathy knows that very well. Please, you know that I have instructed. He is not here. There is another duty to perform.

MR. SPEAKER: Let us utilise this time for raising important issues.

SHRI KHARABELA SWAIN: Mr. Speaker, Sir, the HRD Minister who is dealing with the subject is present here...*(Interruptions)*

MR. SPEAKER: Do you have no faith in the Leader of the House?

...*(Interruptions)*

MR. SPEAKER: You are an important Member. Please do not disturb the proceedings.

SHRI KHARABELA SWAIN: It is not a question of disturbing the proceedings...*(Interruptions)*

MR. SPEAKER: Nothing will be recorded

*(Interruptions)*...\*

MR. SPEAKER: If you do like this, I will adjourn the House and go away. Then nobody will be able to raise any issue. The Leaders are here. Unless they can control all their Members, it will be very difficult to run the House. Can anybody get up at any time at his sweet will and disturb the House like this?

SHRI BRAJA KISHORE TRIPATHY: Sir, the HRD Minister can respond. If he can reply now, it is all right.

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\*Not recorded.

MR. SPEAKER: Earlier you anted the Leader of the House to respond. Suddenly you are changing your stand.

SHRI BRAJA KISHORE TRIPATHY: He was absent at that time.

MR. SPEAKER: You know that I will adjourn the House. Then, nobody will be able to raise any matter here.

...(Interruptions)

MR. SPEAKER: The Chair cannot be dictated like this.

...(Interruptions)

MR. SPEAKER: Only Shri Prabhunath Singh's statement will go on record. Nobody else's observations will be recorded.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Speaker, Sir, through you I want to draw the attention of the House towards an important issue. Delhi is the capital of the country. Patients come here for treatment from other states also particularly from Bihar, Uttar Pradesh, Orissa. In case of incurable diseases, they approach Members of Parliament to get assistance for treatment and submit estimated cost thereof. The Members of Parliament write to Prime Minister's Office, is this regard. Then, they get the grants. I received three telephone calls from the Prime Minister the Prime Minister's Office recently and I am told that I have made so many recommendations and it has been decided that a Member of Parliament can made only one recommendation in a month. The Prime Minister requested that it is not possible for a member of Parliament to know which patient from his state or area will suffer from any incurable disease and whose case he should recommend first or later on. Moreover, nobody knows about the estimates also. The patient approaches the Member of Parliament and request him to recommend his case. Earlier, there was a practice that when Members of Parliament recommend a case to the Prime Minister, the funds used to be allocated on the basis of the estimates submitted by the Prime Minister's Office. When

I wrote a letter to the Prime Minister in this regard, I received a letter from the Prime Minister's Office. In the letter, it was stated that in my name funds for 12 patients have been sanctioned and they will again consider my letter in the next year as per one patient in one month. I have the copy of the said letter with me...(Interruptions). It has never happened before...(Interruptions).

MR. SPEAKER: Harin Bhai, why are you interrupting him.

[English]

He is very competent.

[Translation]

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, I want to submit through you that this decision is very impractical. In such circumstances, I want to submit it to the Government that on one hand they are talking about poor and backward in villages and when there is matter of backward, most backward and weaker sections of the villages, they are behaving like this. Till date Prime Minister has refused to give such assistance but now it is being done. The hon. Parliamentary Affairs Minister is sitting here. Through you I want to request him that the Government should consider it seriously and an assurance should be given to the House that poor patients coming here for treatment will be given assistance as it was done earlier...(Interruptions). Mr. Speaker, Sir, the Minister is here and this matter is very serious. If you permit, I can lay this letter on the table...(Interruptions).

[English]

MR. SPEAKER: The system is not right.

[Translation]

SHRI RAVI PRAKASH VERMA (Kheri): I associate myself with his views...(Interruptions).

[English]

SHRI A. KRISHNASWAMY: Mr. Speaker, Sir, I would like to associate myself with the matter raised by Shri Prabhunath Singh...(Interruptions)

[Translation]

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, just look at the feelings of the House. All the Members agreed that this facility should be provided to the poor persons of villages. The Minister is present here. The Government should give reply...(Interruptions)

[English]

MR. SPEAKER: How can they respond immediately on all issues?

...(Interruptions)

MR. SPEAKER: Mr. Prabhunath Singh, your submission is recorded in full. They cannot immediately respond to this. This is very unfair.

...(Interruptions)

MR. SPEAKER: You are not helping the cause by merely interrupting another Member who wants to raise a very important issue.

...(Interruptions)

MR. SPEAKER: You are not helping his cause. I know his ability. He has very forcefully and in a proper manner placed the matter on record.

PFOR. VIJAY KUMAR MALHOTRA (South Delhi): Sir, the whole House is unanimous on this issue...(Interruptions)

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, our concern is that the Government should respond on this...(Interruptions)

[Translation]

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Sir its a very important question.

[English]

MR. SPEAKER: Everybody understands.

...(Interruptions)

MR. SPEAKER: No, I will not allow you, Shri Pathak.

No notice has been given by anybody. Submission of only Dr. C. Krishnan will be recorded

(Interruptions)...\*

DR. C. KRISHNAN (Pollachi): Thank you, Mr. Speaker Sir, for giving me this opportunity raise...(Interruptions)

[Translation]

SHRI PRABHUNATH SINGH: In this regard, a response should come from the Government. If there is no response then there should be an observation from the Chair.

[English]

MR. SPEAKER: You cannot force the Government to respond immediately.

...(Interruptions)

MR. SPEAKER: Do you not want Tamil Nadu matter to be raised? If you do not want, then I will go away. If you want, then sit down.

...(Interruptions)

MR. SPEAKER: You are disturbing the Members from Tamil Nadu. They want to raise an important issue.

...(Interruptions)

MR. SPEAKER: Yes, Dr. Krishnan, please speak.

12.41 hrs.

#### SUBMISSION BY MEMBERS

**Re: Loss of lives in a stampede at a Flood Relief Centre in Chennai, Tamil Nadu on 18-12-2005**

[English]

DR. C. KRISHNAN: Thank you Sir, for giving me this opportunity to speak about a very sad incident that has occurred in Tamil Nadu...(Interruptions) I am speaking on behalf of MDMK headed by Shri Vaiko who has visited that place to console the people.

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\*Not recorded.

MR. SPEAKER: Except Dr. C. Krishnan's submission, nothing else will be recorded in.

*(Interruptions)...*\*

DR. C. KRISHNAN: Mr. Speaker Sir, thank you very much for giving me this opportunity to speak about a very sad incident that has occurred in Tamil Nadu on the early morning of 18th December 2005.

MR. SPEAKER: These are not matters of Central Government at all. I have already mentioned it.

DR. C. KRISHNAN: Sir, we want to bring it to the notice of the House what is happening in Tamil Nadu. The thing is that these people had assembled in the mid-night, which was most unwanted and unwarranted. It was to be questioned. They assembled there and the police did not take care of the people who were assembled there. There were about 4,000 people assembled thinking that the ration cards or the tokens would be issued to them...*(Interruptions)*

MR. SPEAKER: I have mentioned it from the Chair.

DR. C. KRISHNAN: All of a sudden there was a stampede and 42 people died on the spot; about 37 people have been admitted in the hospital. This is most unfortunate and unwanted. There is a lapse on behalf of the Government officials for not restricting the assembly there.

Sir, a similar incident had occurred at Vyasarpadi  
...*(Interruptions)*

MR. SPEAKER: You are allowing the State matters to be raised.

DR. C. KRISHNAN: Sir, six people died for the first time when it occurred and now 42 people have died. They were all poor people.

MR. SPEAKER: Shri L. Ganesan, Dr. R. Senthil, Shri S.K. Kharventhan, Kunwar Rewati Raman Singh, Shri C. Kuppusami, Shri S. Ravichandran, A.V. Bellarmin and Shri P. Mohan. Their names will be recorded as having associated on this matter.

...*(Interruptions)*

*[English]*

MR. SPEAKER: Nothing is being recorded.

*(Interruptions)...*\*

MR. SPEAKER: Well, I will adjourn the House, if you do not take your seats.

...*(Interruptions)*

MR. SPEAKER: What do you want, tell me?

...*(Interruptions)*

MR. SPEAKER: Please sit down, when I am on my legs. I have raised it from the Chair. I have allowed you, although it is a State matter because large number of people are involved. It is a question of being affected by natural disasters and people have suffered again. You have raised it further.

All these hon. Member's names have been recorded. I am sure—the Government is here—they will take it into consideration. They are very worthy representatives of Tamil Nadu here in the Government. How are you serving your State or the people by shouting like this—I am sorry to use that expression—and taking this House's time? This does not make your issue more important. It only creates a bad impression.

...*(Interruptions)*

MR. SPEAKER: Please sit down. You are senior enough. This is too much.

...*(Interruptions)*

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Hon. Speaker, Sir, I have a humble submission. May I request the hon. Speaker to kindly allow one minute to each of them  
...*(Interruptions)*

MR. SPEAKER: One minute to each to the ten Members on the same issue!

SHRI T.R. BAALU: It is an emotional issue.  
...*(Interruptions)*

MR. SPEAKER: It is only for your constituents.

...(Interruptions)

MR. SPEAKER: This is not fair.

...(Interruptions)

MR. SPEAKER: I am recording; each one of the hon. Members' names have been recorded. Each one of the hon. Members have rightly submitted notices and I appreciate their concern. All their names have been associated. They wanted to speak again. I appreciate their concern. But, since the time of the House is also important, allowing them to associate with the views on the matter, I am calling Shri Devendra Prasad Yadav.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj-Bihar): It has been decided in leaders meeting that on MPLADS  
...(Interruptions)

MR. SPEAKER: This is not a matter of discussion.

[English]

Everybody is directing the Chair as to how to conduct the House. This is the trouble.

...(Interruptions)

MR. SPEAKER: Shri Devendra Prasad Yadav. Nobody else's submissions will be recorded.

(Interruptions)...\*

MR. SPEAKER: Please save this House. Please save the image of this House. Will you sit down?

...(Interruptions)

SHRI A. KRISHNASWAMY (Sriperumbudur): We are not permitted by the Chair to speak, so we are walking out in protest.

12.47 hrs.

(At this stage, Shri A. Krishnaswamy and some other hon. Members left the House.)

MR. SPEAKER: This is the return you have given to the Chair. This is the respect you show to the Chair, when I have got you recorded. Very well. I will have it all deleted then you will understand.

...(Interruptions)

MR. SPEAKER: Why do you not move a No-Confidence Motion? Move a No-Confidence Motion against the Speaker.

...(Interruptions)

MR. SPEAKER: Nothing is being recorded. Why are you shouting? Only Shri Devendra Prasad Yadav.

We are more concerned about our constituents than the people.

(Interruptions)...\*

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Speaker, Sir, with your permission, I want to draw the attention at you, House and the Government through you towards a very serious situation. It is an important issue. Yesterday on 19-12-2005, Star News Channel in Operation Chakravayuh has shown bribe scam under MPLADS Scheme. It has damaged the prestige and honour of democracy hon. Parliament and hon. Members. That's why I want to raise this question. The way hon. Members are being defamed in this matter this has put a question mark on the democracy and the image of the Members of Parliament is being tarnished. Therefore, I request to the Government to take this matter seriously and immediately wind up the MPLADS scheme without any delay.

[English]

MR. SPEAKER: Now, Shri Ram Kripal Yadav.

...(Interruptions)

MR. SPEAKER: Only what Shri Ram Kripal Yadav says, will go on record.

(Interruptions)...\*

MR. SPEAKER: It is very unfortunate. Please take your seats. He has made his suggestion.

...(Interruptions)

[Translation]

MR. SPEAKER: You please sit down. What happened to you?

...(Interruptions)

[English]

MR. SPEAKER: One hon. Member has made a suggestion, you may not agree with him. That does not mean that you would only hear whatever you like. You may not agree with him.

...(Interruptions)

MR. SPEAKER: You do not agree with him. It is all right.

...(Interruptions)

MR. SPEAKER: Now, Shri Ram Kripal Yadav.

...(Interruptions)

MR. SPEAKER: Nothing will go on record except the statement of Shri Ram Kripal Yadav.

(Interruptions)...\*

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Mr. Speaker, Sir, the Star News Channel, has show the Members of Parliament in a scam. It has not only damaged the prestige of the Parliament, but every MP is facing criticism. There has been discussions on several occasions the sum of Rs. 2 crore provided every year in not sufficient. Unfortunately the Members are being targeted. We do not want to come back to House after learning it. The work of tarnishing the image of MPs have been done across the country. We all are becoming infamous. In fact, I want to state that we are facing criticism because of MPLAD Scheme. I request

the MPLAD Scheme should be wind up. We have said it earlier and now again we are emphasizing it to save us from defamation, we request to the Government to consider it seriously and take a decision in the House today itself. The MPLAD Scheme should be wind up and efforts should be made to save the prestige of Members of Parliament and this august House  
...(Interruptions)

[English]

MR. SPEAKER: Shri Gurudas Dasgupta.

...(Interruptions)

MR. SPEAKER: Now, nobody else's observation would be recorded except the statement of Shri Gurudas Dasgupta.

...(Interruptions)

SHRI GURUDAS DASGUPTA (Panskura): Mr. Speaker, Sir...(Interruptions)

MR. SPEAKER: It is very unfortunate that even Members from the Treasury Benches are objecting, opposing and interfering! You should set some standards.

...(Interruptions)

SHRI GURUDAS DASGUPTA: Sir, it would be a too generalized conclusion to be made in the House that since some of our colleagues have been accused of corruption with regard to the implementation of the MP Local Area Development Fund, therefore, all of us are castigated! No. I do not believe that the House is castigated....(Interruptions) As a consequence of that, if a demand is made that since STAR NEWS TV Channel has shown some people talking of money or taking money, therefore, this scheme should be discontinued, I am not ready to take that blame and agree, that the scheme should be suspended.

But I believe that there has to be a serious monitoring system....(Interruptions) There has to be a serious monitoring system. While saying so, I feel that is a agonising ordeal...(Interruptions)

It is an agonising ordeal for some of us, or most of us, to have a look at the Television set and come to

\*Not recorded.

[Shri Gurudas Dasgupta]

know that allegations are being made that some of our colleagues are taking money or talking of taking money. It is an agonising ordeal, because, the entire Parliamentary system is being blamed. Each of us are being looked down by the people, and the whole system is devalued.

Sir, time has come for all of us to stand unitedly; find out the culprits; punish them; and hold high the banner of propriety and the banner of parliamentary system, which our forefathers have built on the basis of our national freedom movement.

Sir, I think an inquiry should be done. You decide the method. Inquiry should be done whether the blame that is being given is right or wrong, and if it is found that the Members or Member is found to be guilty, he must be expelled and highest punishment should be given against him to uphold the honour and dignity of the House. This House must maintain the highest order of morality and standard to set example before the nation and not to be accused of misusing or abusing the position that we enjoy because people have elected us.

MR. SPEAKER: I have given you only two minutes' time. Please just mention the matter.

SHRI GURUDAS DASGUPTA: Sir, I am coming to it. Whether the MPLAD scheme should be discontinued or not is a matter to be decided by the Government. But, at the same time, while looking at the television set, I shall be failing in my duties if I do not say that it has not been very straight. The allegations in some cases have not been very straight.

MR. SPEAKER: Maybe, but let us not go into the merits.

SHRI GURUDAS DASGUPTA: This has not been very straight.

MR. SPEAKER: No, how can you say that? Either way you should not make any comment on this.

SHRI GURUDAS DASGUPTA: Sir, I am not commenting. What I am saying is this.

MR. SPEAKER: Let us have a proper inquiry. You have agreed with me.

SHRI GURUDAS DASGUPTA: Sir, I have one point. Let the Parliament not be led by media exposure. We must have our own wisdom. We are not to be led by any media exposure. Let the Parliament take stock of the situation. That is my suggestion to you, to the House and to the Government.

MR. SPEAKER: If media leads us, we should not allow them to lead us. Therefore, there should not be a single moment so that anybody can point finger at us.

SHRI GURUDAS DASGUPTA: That is why, I demanded that the truth must be found out and if it is correct, hon. Members be punished. All of us should not be blamed. I am not to take the blame.

MR. SPEAKER: It is enough. Now, Mr. Yerrannaidu.

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, I have given notice but not on this issue.

MR. SPEAKER: Yes, you raise the matter on which you have given notice.

SHRI KINJARAPU YERRANNAIDU: I want to raise the matter regarding the problems being faced by farmers in Ananthapur district in Andhra Pradesh. ...*(Interruptions)*

*[Translation]*

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, you have said in the leaders meeting in the morning that members of all parties will be given two minutes time, so, I want to request that we should know the news of every one after such disclosures by the media. ...*(Interruptions)*

*[English]*

MR. SPEAKER: Nothing will go on record.

*(Interruptions)...*\*

MR. SPEAKER: Those who have given notices got the chance. I am sorry.

*...(Interruptions)*

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\*Not recorded.

MR. SPEAKER: Nothing is going on record.

*(Interruptions)...*\*

MR. SPEAKER: The House stands adjourned to meet again at 2 p.m.

12.58 hrs.

*The Lok Sabha then adjourned for Lunch till Fourteen of the Clock.*

14.03 hrs.

*The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.*

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

- (vi) **Reported decision of the Government to change the location of the proposed National Institute of Science from Bhubaneswar to Kolkata**

*[English]*

MR. CHAIRMAN: Leader of the House, Shri Pranab Mukherjee to make a statement.

\*\*THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): Sir, with your permission, I would like to respond to an issue which was raised by an hon. Member, Shri Tripathy and some other hon. Members representing the State of Orissa a few days back. The hon. Members wanted to know whether the Government has decided to change the location of National Institute of Science from Bhubaneswar to Kolkata. I assured the hon. Members that I will ascertain the facts and we will inform the House.

Sir, the facts have been ascertained and I am told by the Ministry of Human Resource Development that on 9th April, 2003, the University Grants Commission (UGC) had taken a decision in its meeting to establish four Centres for Studies in Integrated Sciences at Allahabad, Chennai, Bhubaneswar and Pune. These

\*Not recorded.

\*\*Also placed in Library. See No. LT 3383/05.

Centres were proposed to be established under Section 12 (ccc) of the UGC Act. Vide this Section of the UGC Act, University Grants Commission is empowered to establish, in accordance with the regulation made under the UGC Act, institutions for providing common facilities and programmes for a group of Universities or for the Universities in general.

The Ministry of Human Resource Development, vide its letter dated 9th June, 2003—these dates are important—had raised a query whether the UGC is legally empowered to set up such educational Centres under section 12 (ccc) of the UGC Act. The matter was further examined in detail in the Ministry of HRD in consultation with the Ministry of Law. The Ministry of Law categorically opined that the UGC cannot establish the proposed Centres for Studies in Integrated Sciences under Sections 12 (ccc) or 12 (j) of the UGC Act. The UGC was accordingly informed by the Ministry vide its letter dated October 28, 2003. As such, the UGC's proposal to establish four Centres for Studies in Integrated Sciences under sections 12 (ccc) or 12 (j) of the UGC Act at Allahabad, Bhubaneswar, Chennai and Pune could not materialise.

The Government of India has at no time approved the setting up of Institutes, as proposed by the UGC. The Chairman, UGC, thereafter informed the Government vide his letter dated November 26, 2003 that the UGC would like to facilitate setting up these institutions as fully autonomous institutions under the universities in which these institutions are to be established. Even this proposal was never agreed to by the Government. Therefore, so far as the previous Government is concerned, from April 2003 to May 2004, it did not take that decision, as proposed by the UGC.

Now, there is a question that they have raised about an institution to be established at Kolkata. The Scientific Advisory Council to the Prime Minister, in its meeting held on 4th March, 2005, in New Delhi, under the Chairmanship of Prof. C.N.R. Rao recommended the creation of two new institutes devoted to science education and research and also recommended that they may be located at Pune and Kolkata. It was at the recommendation of the Scientific Advisory Council to the

[Shri Pranab Mukherjee]

Prime Minister that the process of setting up of these two institutes at Pune and Kolkata was initiated by the Ministry of Human Resource Development. As there was no decision by the Central Government at any time, to set up a science institute at Bhubaneswar, the question of shifting of the science institute from Bhubaneswar to Kolkata does not arise. Therefore, it cannot be said that the Institute has been shifted from Bhubaneswar to Kolkata.

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, it is most unfortunate that the hon. Minister of Defence has made such a statement in this House. The UGC has taken a decision....(*Interruptions*)

MR. CHAIRMAN: Hon. Members, please sit down.

...(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: This is a complete neglect of our State....(*Interruptions*)

MR. CHAIRMAN: You can give a notice to discuss this.

...(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: The previous Government has not rejected it. The UGC, in consultation with the Government, had taken a decision. ...(*Interruptions*)

MR. CHAIRMAN: As per rules, when an hon. Minister makes a statement, no questions are allowed to be asked. You can give a notice for a discussion. That would be considered by the hon. Speaker and time would be allotted. But you cannot raise questions at this stage.

...(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: This is a neglect of our State....(*Interruptions*)

MR. CHAIRMAN: I agree that it might be an important matter for you but the rules do not permit any questions to be asked now.

...(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: The hon. Prime Minister should come and reply on the floor of the House....(*Interruptions*)

MR. CHAIRMAN: I am sorry hon. Members. I would not deviate from the rules. I would strictly follow the rules. Please allow me. Please co-operate. You can give a notice for discussion.

...(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: We have already given a notice....(*Interruptions*)

MR. CHAIRMAN: You can have a discussion in a proper manner. Rules permit that.

...(*Interruptions*)

SHRI KHARABELA SWAIN (Balasore): We have not been permitted for the last several days to have a discussion on this subject....(*Interruptions*)

SHRI BRAJA KISHORE TRIPATHY: Orissa has always been neglected....(*Interruptions*) This has already been decided by the UGC in consultation with the Government of India. When they could consider Pune, why can they not consider Bhubaneswar? ...(*Interruptions*)

MR. CHAIRMAN: Nothing would go on record.

(*Interruptions*)...\*

MR. CHAIRMAN: Nothing will go on record.

(*Interruptions*)...\*

MR. CHAIRMAN: Nothing will go on record.

(*Interruptions*)...\*

14.11 hrs.

(*At this stage, Shri Dharmendra Pradhan and some other hon. Members came and sat on the floor near the Table.*)

...(*Interruptions*)

MR. CHAIRMAN: Nothing will go on record.

(*Interruptions*)...\*

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\*Not recorded.

MR. CHAIRMAN: The rule is very clear.

...(Interruptions)

MR. CHAIRMAN: Hon. Members, as per Rule 372, when a Minister makes a statement, you cannot ask any question. You please give a notice to have a discussion. You cannot ask questions at this stage. I cannot go beyond the rules.

...(Interruptions)

MR. CHAIRMAN: I will not go beyond the rules.

...(Interruptions)

MR. CHAIRMAN: I will not go beyond the rules.

...(Interruptions)

MR. CHAIRMAN: You can give a notice as per rules. How can I allow you to ask questions?

...(Interruptions)

14.13 hrs. .

#### MATTERS UNDER RULE 377\*

[English]

MR. CHAIRMAN: If the House agrees, Matter under Rule 377 listed for the day may be laid on the Table of the House.

SEVERAL HON. MEMBERS: Yes.

- (i) **Need to sanction a sum of Rs. 8 crore due to the Tirunelveli Corporation for early completion of first phase of Under Ground Drainage Scheme at Tirunelveli, Tamil Nadu**

SHRI DHANUSKODI R. ATHITHAN (Tirunelveli): Under the National River Conservation Programme, the Tirunelveli Corporation in Tamil Nadu got approval from the Ministry of Environment and Forests for ground drainage scheme at an estimated cost of Rs. 52.9 crore vide their order J39020/2000/NRCD/dated 26-12-2001.

\*Treated as Laid on the Table.

The scheme was earmarked for completion on 31-12-2004; it could not be completed due to paucity of funds. As per the agreement, the Environment and Forests Ministry will pay Rs. 19.50 crore for the project with the State Government's share of Rs. 6.50 crore, and corporation's share with public contribution of Rs. 26 crore.

The Ministry of Environment and Forest has only sanctioned and given Rs. 11.07 crore and remaining Rs. 8 crore is yet to be sanctioned and sent to the Corporation.

Due to non-availability of the fund, the Corporation is facing lot of problem for the completion of the scheme at the specified time.

Tirunelveli Corporation is having a population of Rs. 4.25 lakhs and the total houses in the city area are 1.55 lakhs with total 6.81 km. length roads. Of this, the UGDS only covered 44 thousand households with 184 km. length which benefits only 1 lakh people.

As the major portion of the Corporation area has not been covered under the scheme the main purpose of the programme i.e. to conserve the national rivers is defeated.

I, therefore, request the Minister of Environment and Forests to sanction its remaining share of Rs. 8 crore immediately for the early completion of the 1st phase of UGD scheme and ask the State to cover the remaining area of 497 km. road length at the cost of Rs. 125 crore to benefit the remaining 3 lakh people in Tirunelveli Corporation at a ratio of 75% Central fund and 25% State Government and Corporation's share as it allotted to other corporation earlier.

- (ii) **Need to check pollution caused by the effluents of Simbhawali Sugar Mills, Ghaziabad, Uttar Pradesh**

[Translation]

SHRI SURENDRA PRAKASH GOYAL (Hapur): Sir, I want to draw the attention of the Union Government towards the Simbhawali Sugar Mills located in Ghaziabad district of Uttar Pradesh. Because of lack of proper

[Shri Surendra Prakash Goyal]

drainage system in this Mill its contaminated water is polluting the river Ganga. As a result of this the water of river Ganga in this area cannot be used for drinking purpose on one hand Union Government is trying to make Ganga pollution free by spending billions of rupees through World Bank and other sources. On the other hand the said sugar mill is polluting the river Ganga by violating all the norms. The water of river Ganga in this area is so polluted that common man and cattle are falling prey to various diseases. I request to the concerned Ministry of the Union Government to immediately take the necessary steps to make Ganga pollution free, which is being polluted by the contaminated water emitted by Simbhwali Sugar Mills and a long term policy should be adopted for cleaning of the river Ganga.

**(iii) Need to charge reduced rate of interest on agricultural loans taken by the farmers of flood-affected areas in Andhra Pradesh**

[English]

SHRIMATI D. PURANDESWARI (Bapatla): The state of Andhra Pradesh has been severely affected by heavy floods during this year. This has led to a situation where farmers have to borrow money from village money lenders at exorbitantly high rate of interest.

Presently, the poor and honest farmers, who are already debt-ridden have to go through a complex procedure for securing loans from banks by keeping their land as collateral.

This is a very peculiar situation, because in urban areas, housing and car loans are sanctioned very easily, whereas farmers have to walk long distances on foot to the nearest bank several times, before a loan is granted.

Rate of interest on urban housing loans is 7.5 per cent, while farmers pay an average of 9.50 per cent interest.

I request that the rate of interest on agriculture loans for farmers be reduced at least for this year to 7.5%.

**(iv) Need for an alternative rail route from Nadikudi to Sri Kalahasti in Andhra Pradesh**

SHRI M. SREENIVASULU REDDY (Ongole): I would like to bring to the notice of this house regarding the urgent need to have an alternative rail route from Nadikudi to Sri Kalahasti in Andhra Pradesh, as the existing line laid in the coastal corridor suffers frequently on account of cyclones, tsunami type of calamities, which disturb the movement of the trains and there is no alternative line to divert the trains during these occasions.

This alternative route from Nadikudi to Sri Kalahasti had been proposed during the British regime itself but has not materialized so far. The railway authorities have accordingly conducted the survey and found that this is one of the very feasible routes for laying the new line. This line will facilitate the movement and improvement of standard of life of the backward taluks of Nalgonda, Prakasam, Nellore, Chittoor and Guntur districts; will reduce the distance by 100 Kms. thus saving time and fuel costs; will facilitate the pilgrims of Tirupathi and Sri Kalahasti which are the biggest pilgrim centres in India and which lakhs of people visit every year.

I therefore request the Government to issue instructions to the concerned for early laying of this alternative line.

**(v) Need to take steps for modernization of Madarsas in Uttar Pradesh**

[Translation]

DR. REJESH MISHRA (Varanasi): Sir, the modernization scheme for Madarsas in Uttar Pradesh was initiated in 1990s and the Ministry of HRD had undertaken the modernization programme for 365 Madarsas with the Government of Uttar Pradesh. This scheme was launched for 165 Madarasas out of these Madarsas in the first phase, thereafter, the Government made an announcement that these Madarsas will be computerized in the second phase. The Union Government had introduced this scheme in order to provide better education in Madarasas and in order to achieve this end, expert teachers of Maths, English and Science were

to be appointed in aided Madarsas. But, due to some reasons, this scheme could not materialise.

According to official sources, the Minority Welfare Department of Uttar Pradesh has instructed the Minority welfare Officers of every district through an order dated 7 January, 2005 that this scheme should be stopped. Besides, three other schemes to improve the standard of Madarsas have also been put on hold. It has been stated in the order issued by the state government that the Union Government is not providing funds for this scheme and it cannot be completed without the assistance from the Union Government.

I urge upon the Government of India to look into this matter and initiate the modernization of Madarsas at the earliest.

**(vi) Need to open border trade through Pangsung Pass on Indo-Myanmar border adjacent to Changlang district of Arunachal Pradesh**

*[English]*

SHRI TAPIR GAO (Arunachal East): Opening of Border Trade through PANGSU PASS, located at Indo-Myanmar Border adjacent to Changlang District of Arunachal Pradesh to Myanmar and South East Asian Countries has proved to be economically very viable today for the entire North East states and the country as a whole. Keeping in view the great importance of the existing road. 'STILLWELL ROAD' constructed long ago in 1942 connecting South East Asian Countries passing through Pangsung Pass in Changlang District of Arunachal Pradesh in India via Margherita in Assam to Myanmar further to KUNMING, the largest commercial city of south China. From the point of Border Trade, as my self and the Hon'ble Speaker of the Arunachal Pradesh Assembly have visited PANGSU PASS on 2nd October, 2005 and noticed that the Myanmar Government have already opened an immigration office at Pangsung Pass to welcome the Border trade immediately, which is just a matter of time. Therefore, I urge the Government of India to open our own post at strategic point at Pangsung Pass by improving the existing road for the benefit of people of North Eastern Region in particular and for the countrymen as a whole in the sphere of Border Trade.

**(vii) Need for construction of a new bridge on river Chambal on National Highway No. 92 in Bhind Parliamentary Constituency, Madhya Pradesh**

*[Translation]*

DR. RAM LAKHAN SINGH (Bhind): Sir, I want to draw the attention of the government towards an important matter. Bridge on river Chambal is located on the border of Uttar Pradesh and Madhya Pradesh and it is an important bridge for the transportation for both the states it falls under my parliamentary constituency that is Bhind. Thousands of commuters pass by this bridge daily but this bridge is often closed due to some problem which causes a lot of inconvenience to the people of both the states. This bridge is located on NH no. 92. I urge upon the Union Minister of Road Transport to take necessary measures for the renovation of this bridge keeping in mind the difficulties being faced by the people of this area so that the people of both the states can commute through this bridge smoothly.

**(viii) Need to consider the proposals in Petroleum Regulatory Board Bill as suggested by the government of Gujarat**

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, the Petroleum Regulatory Board Bill was presented in the House in the year 2002 in respect of which the Government of Gujarat had expressed some concerns and views. The attention of Hon'ble Minister has also been drawn by the hon'ble Chief Minister in January, 2004 through a letter and the Department of Energy and Petro Chemical of state Government has also had correspondence in this regard.

First concern and views expressed by the government of Gujarat about this notified Bill is two tier provision for central regulation and state regulation, secondly, the regulatory mechanism of state Government should have regulatory powers within the state to regulate the pipelines laid for local distribution on the lines of regulatory mechanism of the Union Government regulating the international pipelines. I am of the view that if such provisions are not incorporated, then there will be delay in approval of schemes which will affect

[Shri Ratilal Kalidas Varma]

the efforts being done by state Government to implement the Gas Grid expeditiously in the state.

I urge upon the hon'ble Minister of Petroleum and Natural Gas that keeping in view the large interest of the Government of Gujarat the amendments forwarded by the Government of Gujarat may positively be considered for the overall development of state and the smooth gas distribution system in the state.

**(ix) Need for construction of an overbridge at Heartman College sail crossing in Bareilly, Uttar Pradesh**

SHRI SANTOSH GANGWAR (Bareilly): Sir, there is an urgent need for an overbridge at Heartman College railway crossing in Bareilly City under North Eastern Railway in my parliamentary constituency, Bareilly district. Traffic is generally disrupted for long time at this rail crossing located on Nainital-Bareilly-Nainital road and a great inconvenience is being faced. I have come to know that the Ministry of Railways has already given its approval for the construction of over bridge at this place.

I urge upon the hon'ble Minister of Railways that approval for the construction of overbridge at that site may kindly be accorded immediately keeping in view the much felt requirement of this area.

**(x) Need to clear the proposal of the government of Madhya Pradesh for maintenance of National Highway No. 3 between 410 and 418 kms.**

SHRI LAKSHMAN SINGH (Rajgarh): Sir, an estimate for strengthening of total 13 kms. of NH no. 3 at kilometer no 410 to 416, 439, 440, 441, 461, 475 and 478 has been forwarded by the Chief Engineer, Public Works Department, National Highway Circle, Satpura Bhavan, Bhopal vide his letter no. 2279/NH/R/2005/1043 dated 10-11-2005. It can be mentioned here that on Byavara to Gung route the stretch between 410 to 418 kms. which is located between Byavara and Chhodapachhad is in a very dilapidated condition owing to which people have to face a lot of difficulties. Rest of the kms. are located between Byavara and Sarangpur

which are also in bad shape. Approval has been accorded to other kms. barring Byavara to Chhodapachhad stretch.

Therefore, the approval to this estimate can facilitate smooth traffic on total route.

**(xi) Need to provide financial assistance to the Government of West Bengal for modernization of Irrigation system in Purba Midinipur district**

[English]

SHRI PRASANTA PRADHAN (Contai): During last flood due to heavy rainfall in Purba Midinipur district in West Bengal, total area of Contai, Egra and other subdivision were devastated. Thousand of acres of agricultural crops. Betal, paddy, fishes and vegetables were destroyed. Thousands of mudbuild cottages collapsed. About 7 people died and many cattle also perished. The drainage system was not clear. It took more than a month to clear the water. The West Bengal Government did their best to provide relief to the people.

The drainage system of rivers Keleghai, Bagai, Kapaleswari requires desiltation. The Barachouks, Dubara and Mogra-Baisn work should be completed immediately. The work of Bhagwapur-Naudigram master place is also unfinished, it must be completed early. H.T.C. and O.C.C. canals be modernized. The Union Government should assist financially, so that the irrigation schemes could be completed. I draw the attention of Minister of Water Resources in this respect.

**(xii) Need for construction of a bypass at Saharanpur, Uttar Pradesh**

[Translation]

SHRI RASHEED MASOOD (Saharanpur): Sir, Saharanpur is the bordering district of Uttar Pradesh adjacent to Haryana, Himachal and Uttaranchal as such the traffic from these states pass through Saharanpur which creates chaos in the city. A lot of time and fuel are consumed and many difficulties and inconvenience are confronted while carrying foods and other goods to these states and produces of these states to other states.

A bypass should be constructed immediately on Delhi-Yamunotri road by connecting it with Highway no. 74, Saharanpur-Ambala road so that this bypass can provide connectivity to the road leading towards Uttaranchal. The construction of this bypass will not only save petrol and diesel, but supply to these states will also become smooth.

**(xiii) Need to provide a gate on railway line at Farukhabad bypass, Uttar Pradesh**

*[Translation]*

SHRI CHANDRABHUSHAN SINGH (Farukhabad): Sir, a long time back a bypass for Farukhabad, Uttar Pradesh was constructed. The said bypass could not be opened due to non-construction of level crossing on broad gauge line. Common man is facing a lot of difficulties because heavy vehicles are passing through the city.

As the work of gauge conversion of Farukhabad-Kanpur meter gauge line into broad gauge line will be completed in March, 2006 and there will be more trains for Farukhabad-Delhi via Kanpur. Then common man of Farukhabad will face more difficulty due to the non-construction of level crossing.

I request the hon. Railway Minister to immediately sanction and order the construction of level crossing on Farukhabad bypass without any delay.

**(xiv) Need to take over construction of Belharana Hydro Project by Central Government in Banka Parliamentary Constituency, Bihar**

SHRI GIRIDHARI YADAV (Banka): Sir, in my Parliamentary Constituency, Banka Belharna Reservoir is under construction for years in Belhar Block and 70 per cent work has been completed but due to resource constraint being faced by Bihar, the construction of the said reservoir could not be completed and it is still incomplete. The equipments used for the purpose are getting damaged and it is the national loss. Belhar, Sangrampur, Tarapur block, Tatiya Bambar block etc. will be highly benefited by this reservoir. This area is predominantly inhabited by the tribals and they will get the irrigation facility.

I request the Union Government, through you, to complete the construction work of the said reservoir so that people over there get the irrigation facility.

**(xv) Need to provide irrigation facilities and evolve comprehensive agricultural development scheme in Ramanathapuram Parliamentary Constituency, Tamil Nadu**

*[English]*

SHRI M.S.K. BHAVANI RAJENTHIRAN (Ramanathapuram): Ramanathapuram constituency is very vast in physical dimensions spanning a length of 250 kms. from Rameswaram to Aruppukottai passing through three districts. The constituency is economically very backward since the level of industrialization is dismally low. So, automatically the people depends upon the agricultural sector and that too is not sustainable due to inadequate irrigation facilities. Most of the area is rainfed. Sometimes the flood will occur as it happened now throughout the Tamil Nadu. In such time of flood, the irrigation infrastructure has to be strengthened by desilting large number of tanks and ponds and the connected incoming and outgoing channels. More rain water harvesting structures will have to be created on the basis of feasibility, to meet the growing needs of the people for irrigation and drinking water purposes. I, therefore, propose that the three major tanks nearer to Ramanathapuram town. Ramanathapuram big tank, Sakkarakottai tank and Kalari tank should be elevated as a big reservoirs. I earnestly request the Government that it should allocate special fund to construct a cement channel from Vaigai Dam to Ramanathapuram big tank in order to save every drop of water that may go as waste into the sea. Sustained and continuous education to farmer should be organised on progressive agro-technology. The programme of rejuvenation of agriculture should cover its varied branches viz. Horticulture, silviculture, pisciculture and Veterinary activities. I like to request that the National Commission on farmers under the Chairmanship of Dr. M.S. Swaminathan should take up my constituency for detailed scanning and evolve a blue print for comprehensive agricultural development.

**(xvi) Need to conduct a survey for laying of a new rail line between Wasim and Bedenira railway stations of South Central Railway**

*[Translation]*

SHRI TUKARAM GANPATRAO RENGE PATIL (Parbani): Sir, various cities of North India and South India can be connected if a railway track is laid down between Wasim railway station and Bedenira railway station under the South Central Railway and moreover one will spend less time in travelling from North to South. The length of this track is only 95 kilometers. A bottling plant is functioning at Dhanej between Wasim and Bedenira. There is a proposal under consideration regarding the laying of a new railway line between Bedenira and Dhanej. If this new railway line is extended upto Wasim such cities will get the railway facility which were earlier deprived of the same even after 56 years of Independence. If any survey is conducted about this route, these things will come into notice that main cities of North India, Marathwada and South India can be connected and passengers will be able to travel long distances in less time.

It is requested to the Government, through the House, that a survey should be conducted regarding a new railway line between Wasim Railway Station and Bedenira railway station, a distance of just 95 kilometres.

**(xvii) Need to include Padampur sub-division in Orissa in the KBK Scheme and Bargarh district in the National Food for Work Programme**

*[English]*

SHRI PRASANNA ACHARYA (Sambalpur): The Padampur sub-division in Bargarh Distt. Of Orissa is perennially a drought prone area without any irrigation facilities. This area also does not have a single industry. This is one of the most backward areas in the country according to many economic survey reports. The per capita income of the people of the area is also lowest in the whole of the country. Cases of alleged starvation death and migration of people to the other States in search of livelihood is a regular phenomenon of the area. Therefore, to improve the situation in the region there

has been demand many quarters including the State Government of Orissa to include Padampur sub-division in KBK Scheme which was introduced by the Central Government for the overall development of the most backward undivided Kalahandi, Bolangir and Koraput districts of Orissa. Bargarh distt. of which Padampur is a part has unfortunately been excluded from the National Food for Work Programme. Bargarh being one of the most backward districts deserves the merit of being included in the NFFWP. I would urge upon Govt. of India to concede to the request of Orissa Government to include Padampur sub-division in the KBK Scheme and Bargarh District as a whole in the National Food for Work Programme.

**(xviii) Need to set up an earthquake measuring devise in Beed Parliamentary Constituency, Maharashtra**

*[Translation]*

SHRI JAYSINGRAO GAIKWAD PATIL (Beed): Sir, in my Parliamentary Constituency, Beed, Maharashtra, sounds like bursting of crackers beneath the land are being heard since 14 November. Such sounds are being heard in hills and areas of Moha village under the Pari Tehsil. Whole public is terrified of such sounds.

For the past one month, sounds have been heard nearly 24 times. Earlier, such sounds were heard in Salimba Tehsil, Wadwani, Nagpur Tehsil Pari hills of Manjarsumba, Tehsil Beed in Beed district. Now such sounds are being heard in Moha Vanjarwadi, Karewadi Tehsil Pari.

Various Government agencies surveyed the area on the request of the local administration but nobody could find out the reasons for the same. Actual reasons are still not known. This has sent shivers down the spine of the people. The people of the area must be rendered help.

Until the reasons of such sounds are found, tents to all the families of the area must be distributed so that they live outside their homes over there. Moreover, keeping in view all such incidents there is a need for installing earthquake measuring equipment in Beed district.

Therefore, through you, I request the hon. Minister of State for Science and Technology to look into the matter personally. I also request him to assess the situation in the above area and immediately make the arrangement of tents for all the families and instal earthquake measuring equipment so that the people in my Parliamentary constituency will be able to overcome the fear.

**(xix) Need to provide stoppage of Nagarcoil-Mumbai and Nagarcoil-Howrah express trains at Sattur railway station, Tamil Nadu**

[English]

SHRI RAVICHANDRAN SIPPIPARAI (Sivakasi): In my Sivakasi constituency, Sattur is a municipality town and Sattur Railway Station is located very closely to NH-47. The train services between Nagarcoil-Mumbai via Tirupathi (6352/6351) running as a bi-weekly and Nagarcoil-Howrah (6336/6355)-weekly train is passing through Sattur Railway Station. More than hundreds of devotees going regularly for Tirupathi and large number of matches/printing industry traders are early depend on Howrah train for their only connectivity to North/North East. The Sattur bound passengers having to travel around more than 30 kms to Virudhnagar to board these trains.

In view of the above, I urge the Government to kindly consider the geographical and industrial importance of Sattur and Sivakasi and do the needful for the stoppage of 6352/6351-Nagarcoil-Mumbai Express and 6356-6355 Nagarcoil-Howrah Express at Sattur at the earliest.

**(xx) Need to provide stoppage of express trains No. 5209, 5210 and 4315, 4316 at Nagina railway station, Uttar Pradesh**

[Translation]

SHRI MUNSHI RAM (Bijnaur): Sir, I requested the hon. Minister time and again that in my hometown, Nagina stoppage should be provided of two express trains Nos. 5209, 5210 and 4315, 4316. It is a long pending demand of the Business Groups and Social organisations of the area. Nagina is a big hub of cottage

industries and handicraft industries. A lot of foreign exchange is also earned. There are several Sikh families living in this area. There is stoppage of four pairs of express trains between Punjab and Lucknow and three pairs of trains between Haridwar-Dehradun. From the above, one pair of express trains goes to Punjab and one pair of express trains goes to Haridwar. There is stoppage of two pairs of express trains in 18 hours between 4.30 A.M. to 10.30 P.M.

Therefore, the trains the stoppage whereof the public is demanding pass through the area during the time between the passage of the above mentioned trains. All the people will be benefited by their stoppage.

14.14 hrs.

**CENTRAL SALES TAX (AMENDMENT) BILL, 2005\***

[English]

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): I beg to move:

"That the Bill further to amend the Central Sales Tax Act, 1956, be taken into consideration."

MR. CHAIRMAN: Motion moved: \*\*

"That the Bill further to amend the Central Sales Tax Act, 1956, be taken into consideration."

Shri vijay kumar Khandelwal.

...(Interruptions)

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): Sir, most respectfully, I would like to make a one-minute submission. After that, they can do whatever they like....(Interruptions) My point is that this is not my subject....(Interruptions) My point is that the hon. Members wanted to ascertain certain facts from the Ministry of Human Resource Development. My responsibility was to collect the information and to share

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 20-12-05.

\*\*Moved with the recommendation of the President.

[Shri Pranab Mukherjee]

the information with the hon. Members....*(Interruptions)*  
I am not sitting on the value judgement. I do never say  
that there is no demand from Orissa to have an  
institution. Every Member of Parliament is fully entitled  
to demand that. The point which I tried to...*(Interruptions)*  
Please let me explain....*(Interruptions)* The point which  
I tried to develop is that whole one year was taken by  
the previous Government.

They could not sort out the issue between the  
Ministry of Law, and the Ministry of Human Resource  
Development....*(Interruptions)* Today, all of you are telling  
and demanding that the institution is to be given value  
...*(Interruptions)* It is absolutely unacceptable.  
...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY (Puri): You  
have considered Pune...*(Interruptions)*

SHRI PRANAB MUKHERJEE: Your own Minister  
was there from April 2003 to May 2004. What did he  
do?...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL (Chandigarh):  
What is all this about?...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY: On what  
motivation have you considered Pune?...*(Interruptions)*

MR. CHAIRMAN: Will you all go back to your  
respective seats?

...*(Interruptions)*

SHRI P. CHIDAMBARAM: Kindly sit down.  
...*(Interruptions)*

MR. CHAIRMAN: Please go back to your seat. I  
cannot allow you to go on like this.

...*(Interruptions)*

MR. CHAIRMAN: The House stands adjourned to  
meet again at 14.30 hours.

14.16 hrs.

*The Lok Sabha then adjourned till thirty minutes  
past Fourteen of the Clock.*

14.30 hrs.

*The Lok Sabha re-assembled at thirty minutes  
past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

(vi) Reported decision of the Government to  
change the location of the proposed National  
Institute of Science from Bhubaneswar to  
Kolkata—Contd.

...*(Interruptions)*

[English]

MR. DEPUTY-SPEAKER: Yes, Shri Braja Kishore  
Tripathy

...*(Interruptions)*

14.30½ hrs.

*(At this stage, Shri Thathagata Satpathy and some  
other hon. Members came and sat on the floor  
near the Table.)*

SHRI BRAJA KISHORE TRIPATHY (Puri): Hon.  
Deputy-Speaker, Sir, the Leader of the House had made  
a statement...*(Interruptions)*

MR. DEPUTY-SPEAKER: Your leader is speaking  
and you are sitting here. This is not the way. I have  
given the time to your leader to speak. Please go back  
to your seats.

...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY: They would  
go back, Sir.

MR. DEPUTY-SPEAKER: No. Until and unless they  
leave this place, I would not allow you to speak.

THE MINISTER OF FINANCE (SHRI P.  
CHIDAMBARAM): What is all this, Mr. Thathagata? You  
should go back to your seat. This is not correct.  
...*(Interruptions)*

MR. DEPUTY-SPEAKER: You will have to go back  
to your seats.

14.31 hrs.

*(At this stage, Shri Thathagata Satpathy and some other hon. Members went back to their seats.)*

SHRI BRAJA KISHORE TRIPATHY: Hon. Deputy-Speaker, Sir, the UGC, rightly and legally had taken a decision in consultation with the previous Government. They had given honour to the President's Address. Hon. Rashtrapatiji, during his Presidential Address had requested and advised the country to have such four National institutions.

Giving respect to the Address and request of the hon. Rashtrapatiji, the UGC, rightly, legally and consciously had taken decision to set up four institutions as national institutions in four parts of the country, in four regions. Bhubaneswar had been previously neglected. It had not been given any national institute during the course of previous Governments. So, this was the only institution, which was given during the regime of previous NDA Government by the UGC.

But when the Ministry of HRD have reconsidered and taken a decision for another type of national institute, they should have considered Bhubaneswar also. When they have considered Pune, out of these four institutions decided earlier, what was the difficulty in considering Bhubaneswar also?

Now, if the hon. Prime Minister's Scientific Advisory Council have recommended and advised for Kolkata, it can be reconsidered also, because no decision has, so far, been taken.

Regarding Bhubaneswar, our hon. Chief Minister has written three letters requesting the hon. Prime Minister. He has met the hon. Prime Minister personally also and requested for having such an institution at Bhubaneswar in Orissa. Therefore, this Government should reconsider this.

Sir, we have never objected for any other State to have such an institution. We do not have any objection, and we have never said no to any other State. But why Orissa shall be deprived, that is our question? The entire State of Orissa is agitated. About three-four days back, many students, intellectuals and public of Orissa had gone on *dharma* at Jantar Mantar, New Delhi. The

students, in particular, are very much in an agitational mood.

Therefore, the Union Government should consider all these things. Why should Orissa be neglected all the time? The UPA Government can consider for Bhubaneswar, Orissa. That is our request.

Sir, they should bring it to the notice of the hon. Prime Minister and his Scientific Advisory Council to reconsider it. There should be such an institution in Bhubaneswar.

Sir, if at all, they want to do it at some other places, we do not have any objection. But Bhubaneswar should not be neglected or deprived. It should be considered. I want an assurance from the Government in this regard.

*[Translation]*

SHRI JUAL ORAM (Sundergarh): Mr. Deputy-Speaker, Sir, the hon. Prime Minister laid the foundation stones of six All India Institutes. The day when one of these six institutions foundation stones was to be laid in Bhubaneswar, the said ceremony was to be held on the same day at other places too and the hon. Prime Minister had to go to another place. As a result of this the foundation stone laying ceremony could not be held.

I do not know from which papers you have read that the Government has not given sanction. I will place the papers before you. The hon. President has stated in the address. The UGC Chairman in his letter said that I am very pleased to inform you that there will be a National Institute in Bhubaneswar. For this purpose 75 acre land has been acquired. UGC has prepared a report and the Government have set up a Task Force by constituting a Committee. You are saying that it does not have the sanction of the Government. It means that the letter written by the Chairman of UGC was not correct. How can the Chairman of the UGC write such a letter without the Government's permission...*(Interruptions)*. This is not correct. So you cannot do this...*(Interruptions)*

*[English]*

SHRI TATHAGATA SATPATHY (Dhenkanal): Sir,

[Shri Tathagata Satpathy]

the Leader of the House should respond positively and tell the House...*(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing will go on record except what Shri Jual Oram says.

*(Interruptions)...*\*

[Translation]

SHRI JUAL ORAM: The land has been acquired and we do possess letters and the assonated documents as records and you advance the plea that sanction was not accorded by the Government. Won't it be a political statement. You need to re-look into it.

[English]

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): Sir, I fully appreciate the sentiments of the hon. Members. Naturally the Members of the State and everyone who is interested in furthering scientific education and technological development, would want that institutes of excellence should be established in their States and particularly where there is no such thing.

I can assure the hon. Members, keeping their sentiments in view. I did never say that there would not be any. I just simply stated the factual position, chronologically as it happened. I have myself stated about the report of the UGC. I have mentioned about the alternative formula of the UGC. I have said that. There is no dispute of facts on those matters. Surely, I will convey the sentiments and I will try to see that the legitimate demand and aspirations of the people of Orissa are considered. Thank you....*(Interruptions)*

MR. DEPUTY-SPEAKER: No. Not now, please.

...*(Interruptions)*

SHRI TATHAGATA SATPATHY: Sir, if it is not a time-bound one, the people of Orissa will realise that the UPA Government is working against the interests of the people of Orissa....*(Interruptions)*

14.37 hrs.

**CENTRAL SALES TAX (AMENDMENT)  
BILL, 2005...Contd.**

[English]

MR. DEPUTY-SPEAKER: Now, we shall take up item no. 30, Shri Vijay Khandelwal.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL (Betul): Mr. Deputy-Speaker, Sir, the basic objective of Central sales tax amendment Bill, 2005 is that whenever goods are transported from one province to the other one for sales taxes are imposed upon it under the provisions of Central Sales Tax. While in case of transfer of goods stock as such provisions exist. So many disputes lie with the State Governments in this regard. This is why this amendment which has been brought in based on the judgement of the Supreme Court in the case of Ashok Leyland vs. Union of India is a fairly good amendment by which Section 19, 20 and the allied sections including section 25 have been amended.

Prior to amendment it was provided that the advance arbitration tribunal shall act as central sales tax appellate authority but the Government found it troublesome and embarked on a decision to constitute a Central Sales Tax appellate authority as an independent entity. As regards the membership of this authority a provision has been made under section 19 to amend it and the same was translated into action. It's a good provision. At least the constitution of a Central Sales Tax authority will go a long way in addressing the issues of stock transfer which stood unsolved earlier despite putting an act in place. Section 19 delineates the membership and chairmanship eligibility conditions.

[English]

"The Chairman and the Member (Legal) of the Authority for Advance Rulings as the Chairman and Member (Legal) of the Central Sales Tax Authority; it is also proposed to be insert a new section 19A

to provide that the proceedings before the Authority shall not be questioned or invalidated due to any vacancy and he can be appointed as the Chairman and Member of the Central Sales Tax Authority."

*[Translation]*

A provision to this effect is also a welcome step forward. The principal amendment made under section 20 relates to the duration of time. Earlier the time-limit for making an appeal was 45 which has now been extended to 90. This is a good provision. If people fail to make an appeal within the specified time-limit for one reason or the other, as the jurisdiction of the Central Sales Tax authority shall extend to all the blocks of the country, this period is also being enhanced upto 60 days. This is a good provision. This apart, an amendment is proposed to be made for the condonation of delay as well. Both of these amendments will turn out to be of huge relief to the masses. One more provision is going to be included into it. Earlier, the State Governments would not go for appeals only the SCs used to resort to appeals. If the State Government too doesn't agree at the decision of the highest tax authority, it can also approach the Central Sales Tax authority for appeals. So, therefore, the amendments being pushed forward are welcome by all standards. I welcome the steps taken by the Government from the bottom of my heart.

*[English]*

SHRI K.S. RAO (Eluru): Sir, I welcome this Bill and the reason being it is only a simplifying Bill. The provisions made in the amendment have already been enunciated by the earlier speaker. So, I will not dwell on that. I just wanted to say a few words to the hon. Finance Minister.

Normally, when the Parliament enacts a law, it is expected that it must be in a position to motivate the taxpayers and de-motivate the corrupt evader or the officer. I am happy that the simplification, not only in revenue but also in several other matters, is being discussed in the Parliament time and again. It is a good indication. There is still a lot to be done in this regard.

Our experience tells us that the sincere taxpayer is

being harassed on many occasions. A tax evader will get things done because he has got an understanding with the officer concerned. He will get things done in no time and the sincere taxpayer will be harassed so much that he will have access to nobody. So, I would request the hon. Finance Minister that while making this law, it must be drafted in such a manner that there is a reward for the sincere taxpayer and very severe punishment for the tax evader. Similarly, it is not enough to increase the number of levels. For example, we have a tax-assessing officer, tax collector, appellate, tribunal and then some other tribunal at the national level. All these things are basically increasing the steps of corruption only.

It is not simplifying things. So, my humble request is that if we can control corruption in the country, we can reduce expenditure and increase revenue like anything. But a sense of feeling must go into the people of this country, both taxpayers as well as officers concerned, that if they go to the wrong side, they would be punished very severely, without any mercy. But that is not happening. On many occasions, the reverse is happening. So, I wish that in every legislation that is going to be brought, it should be taken care of.

The hon. Minister is an enlightened Minister. He knows the subject in-depth and he can understand the people very well. I would request him to think on these lines and make some remarkable changes in the taxation laws. It is not difficult to collect revenue. The entire revenue that is coming under the Central Sales Tax in the whole country is only Rs. 15,000 crore. Even in the States, it is only Rs. 80,000 crore. He may say that an amount of Rs. 80,000 crore is not small.

For example, he has brought VAT. Earlier, all the States declined to implement VAT but now they observe after a few months that tax revenues in some States have gone up by 28 per cent. That means reforms are bringing a lot of revenue to the States also. So, the people without understanding the implications just say, 'no' to everything. I understand even today some of the BJP ruled States are not implementing the VAT system. My humble request to all those BJP run Governments would be to immediately fall in line and implement the VAT system and increase their revenues also. The Finance Minister has made a provision of Rs. 5,000

[Shri K.S. Rao]

crore for giving motivation to the State Governments to implement VAT. In case the revenue of States come down due to the implementation of VAT, he was ready to pay the deficient amount. But now it is observed that there may not be any need to pay that at all.

In this context, I would like to mention linking of rivers. When I said that Rs. 5 lakh crore or Rs. 10 lakh crore is not a big amount for the linking of rivers, some people said that it is a huge amount. But ultimately when they found that it would be a self-financing project which can be implemented very easily, then they said that the only bottleneck is that the State Chief Ministers are not agreeing because it involves inter-State rivers. Like VAT, if a meeting of the Chief Ministers of various States is convened and they are told about the benefits that would accrue to their States also, every Chief Minister will jump and accept the linking of rivers. In this context, I would request the hon. Finance Minister to please consider it. Around 70 per cent of the people are living on agriculture. Now we are implementing Employment Guarantee Scheme for which the Government has provided Rs. 24,000 crore. It is for providing employment to one member of a family for 100 days. Instead of that, if the water is provided through linking of rivers to all the villages, they would get the work throughout the year, with the result, there would not be any need for him to provide Rs. 24,000 crore.

MR. DEPUTY-SPEAKER: Please come to the sales tax.

SHRI K.S. RAO: I would just request the hon. Finance Minister to take a liberal view in the case of agriculture and irrigation also. Over a period of time, it would prove to be self-financing. It does not require any additional funds either from the Government of India or from the State Governments. It can be borne by the beneficiary himself. The land owner would get unearned income because a land which costs about Rs. 1 lakh per acre before the project is implemented would suddenly shoot upto Rs. 4 lakh per acre. That means the farmer is also benefited and the farm labour in the villages would also be benefited.

There is an impression that if remunerative prices

are given to the agricultural product, there will be inflation and the Finance Minister would be worried about it. But whatever remunerative price is given to the farmer, he does not bother to pay more to the farm labour in the village. So, the farm labour will not be affected, the farmer will not be affected and the rural people will not be affected due to the remunerative prices being paid to the farmer.

So, I would request the hon. Minister to please think of presenting a separate agricultural budget also in this House so that a keep discussion can go for the farming community and the farm labour living in the villages.

Sir, I have gone through the clauses of the Bill. They are all good and have been meant to make things simpler for the taxpayers. It could, however, be made more simplified. I would like to request the hon. Finance Minister to take all these aspects into account while bringing in laws in this regard. I would also like to request him to take a liberal view in matters of agriculture and irrigation.

MR. DEPUTY-SPEAKER: Shri V. Radhakrishnan, I would request you to be a bit brief.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I shall be brief to the extent possible.

Sir, I rise to support the Bill. The Central Sales Tax Act was passed in 1956. Most of the States then were having their own Sales Tax Acts. In my State, which is mainly a consumer State, the proceeds from the sales tax were quite a good amount and were helping a great deal in earning revenue for the State Exchequer. If I remember correctly, sales tax proceeds accounted for around 40 per cent of the total revenue of the State. It was so because ours is primarily a consumer State.

Certain deficiencies were observed in the 1956 Central Sales Tax Act and those deficiencies in the Act were pointed out by the Supreme Court. The Sales Tax Act of 2001 was introduced in this House in order to evolve a central mechanism to avoid certain difficulties that could arise in future amongst States and that Act was passed in 2001. The main purpose of that legislation

was to evolve a central mechanism by which disputes could be settled. Disputes arose between States themselves and even amongst traders. These disputes arose on account of certain operational defects in the 1956 Central Sales Tax Act. The Supreme Court pointed out certain deficiencies. There was no provision for a central mechanism in the 1956 Central Sales Tax Act. The Government of India, however, was pleased to enact an amending legislation in 2001. In that Act even certain deficiencies have been observed. This Act of 2005 has been brought forward in order to clarify certain positions in regard to State authorities and certain rulings. There have been certain difficulties observed in regard to their functioning. So, in order to correct anomalies in regard to the functioning and avoid difficulties, this amending legislation has been brought forward now.

This is a transitory phase in the sense that the States have been asked to switch to the VAT system. Most of the States so far have switched over to the VAT system. The State of Kerala has also implemented the VAT system. I have already mentioned in the outset that owing to switching over to this system of VAT, the States are likely to incur huge losses. The Union Government has, however, agreed to compensate the losses incurred due to this switching over to the VAT system. But in the long run, I am sure, that States like Kerala, which are mainly consumer States, would stand to lose from this. The Central Government, may, as a compulsory measure come to the rescue of the State Governments for the losses incurred for their switching over to the VAT system, but consumer States like Kerala will be at a loss in the long run because of implementation of VAT. There is no doubt about that. A Committee has been formed with the Finance Minister as the head of that Committee. They have taken a decision that the Central Government will compensate any loss to the State Government. But that is for a short period of time. In the long run, consumer States like Kerala will stand to lose. VAT will not be a substitute for sales tax. I am very emphatic about that. VAT will not be a substitute for the Sales Tax Act. A State like Kerala will stand to lose revenue in the coming years because of this.

We will have to think of it at a time when it would arise and it will arise either in 2010 or before that. There

is no doubt about that and the consumer State will be the loser.

I would like to draw the attention of the hon. Minister to some facts regarding the check posts. There are check posts in the State boundaries. They are enter of corruption. It is the enter of corruption and tax evasion. All grave economic offences are being committed in these check posts. It is so in many States but nothing has been done about it. Tax evasion is the order of the day. So, if we can make the check posts effective in their functioning, all States will be the gainers. We already have evolved a mechanism for dealing with this. That is all right. But what is the mechanism for preventing such corruption that is taking place everyday in the check posts? If any Finance Minister could stop it, I will give him a gold medal. It will not be possible to stop it. It will continue for ever. No process has been evolved in this regard and no steps have been taken up so far to prevent such corruption which is now prevalent in the check posts.

I would also like to draw the attention of the hon. Minister regarding the matter of preferring appeals. Now, for all appeals, the highest authority is the Central Appellate Authority. All the decisions taken by the State Appellate Authority will go to the highest authority, that is, the Central Appellate Authority. The present position is that the State Appellate Authority will be taking some final decisions. And those decisions are pending. But it is becoming very difficult now because even assessment appeals will go the Central Appellate Authority. That has been done away with this amendment. That is also good. I think, still there will be difficulties especially in different States preferring appeals to the Appellate Authority. There is only one Central Appellate Authority in the whole country. As regards the period in consumer matters, it has been raised from 45 days to 90 days. It is a welcome step. Even then, there will be tax evasion and such other malpractices will continue. These can be effectively checked only if we have an effective machinery. That effective machinery is the need of the hour. I think the hon. Minister will pay attention and have a close study about these matters and do something about this especially at this transition stage of raising revenues in the country.

With these words, I support the Bill.

*[Transition]*

SHRI MOHAN SINGH (Deoria): Mr. Deputy-Speaker, Sir, while Radhakrishnanji who quite often opposes bills has extended his support, there is no question of registering protest on my part.

I too, welcome this Bill as through this bill an endeavour has been taken to resolve the difficulties inter-state traders were constantly faced with. One would approach the Supreme Court for the resolution of sales tax disputes. For being so many cases already lying pending in the courts, disputes were not set aside in time. Given such situation the constitution of a Central Sales Tax authority is a welcome step. There already exists such tribunals in the territory of states which are headed by the senior-level sales tax officials as judges. The finance minister perceived their troubles and the Union Government put forward the bill to make amends to the sales tax Act. Ever since the Government of India laid emphasis on the value Added Tax System, most of the States have espoused it. In such scenario, a few of the states have raised their objection to it advancing the plea that in the time of sales tax system of states being scrapped/dismantled there is no relevance of putting in place a central sales taxation system.

15.00 hrs.

Several of the states have registered their protests on their part relating to its relevance. The Minister of Finance ought to make a serious consideration over their concerns and should take pains to redress their concerns. It's a fact that the BJP ruled states are ready to implement the VAT system in their respective states. Even if they go ahead with the Vat system, few of the states shall embark on the decision to continue old pattern of sales-tax which will create problematic situation for you. Few of the states that will stick to old taxation pattern will find it troublesome. In view of such state of affairs, Hon'ble Minister of Finance should constitute a committee to consider the proposals put forward by such disagreeing states. Together with that the possibility of mutual understanding should also be assessed as whether there is apprehension of further difficulties arising out of the conflicts between the Union Sales Tax System and the Vat of States.

While making a recommendation to this effect, Shri Radhakrishnanji very rightly said one thing. Voicing support to this bill, the check posts of sales tax made across the border of states have virtually turned out to be the hubs of corruption. Today the corruption has made its way into our being. An all out effort termed as Himalayan Task in English language should be undertaken. To uproot the seminal factors of corruption, all the check-posts should be networked with computers. If this proposal is allowed to see the light of the day, I think it will go a long way in combating corruptions prevailing at the check-posts referred to above.

The Minister of Finance has introduced this bill regarding the settlement of disputes of the states vs. traders. I support this bill and hope it will be passed unanimously.

SHRI GANESH PRASAD SINGH (Jahanabad): Mr. Deputy-Speaker, Sir, I rise to support the Bill presented by the Finance Minister in this august House. Sir, the proposal to amend certain sections of the Central Sales Tax Act, 1956 is a welcome step. This amendment seeks to address the hurdles and disputes arising in the way of inter-state trade and business as there was no empowered central authority to look into this. Many cases were pending in the Supreme Court in this regard. As the Supreme Court observed that there is no provision to constitute a Central Authority in this regard, that is why this Bill has been presented here to compensate for the situation.

There is a proposal to amend Section 19 of the Central Sales Tax Act, 1956. Section 19 empowers the Government to appoint the Chairperson and Members of the Central Authority to be constituted. Besides that, a few clauses under Section 20 have also been amended. One of these regards the provision of appeal into the Central Authority, if any, against the supreme authority in the matter in question. Further, the time-limit for making an appeal is now being extended upto 90 days, from the previous 45 days and which was initially of 30 days. This will certainly relieve the appeal-makers and remove their perplexities in the matter since a dispute is always likely to arise in it.

Section 20 is further amended to include a provision

which gives an opportunity to a State to appeal to the Central Authority, if desired.

For all these reasons I support this Bill and with this, I conclude.

**SHRI HARIBHAU RATHOD (Yavatmal):** Mr. Deputy-Speaker, Sir, I support this Bill seeking to constitute an appellate authority under Central Sales Tax Act, 1956, but with a suggestion. Our tax system needs to be reformed. Uptil now, only three States have followed the VAT system while others are still to join. To respond to the Inter-State regulation of tax-evasion, people furnish false statements and details of transportation expenses and sales tax. If one State poses heavy tax in this sector people make their purchase from the neighbouring State and thus evade the taxes. Our entire revenue system is based on taxation and with its reformation we can have an effective tool of national reconstruction. Our hon'ble Finance Minister enjoys a personal reputation in his field but we have not come across any significant progress in taxation for the last two years. It is said that the ratio of the poor and the rich in India is evenly poised. Hon'ble Finance Minister is capable of catering to both the poor and the rich. My contention is that with tax-reforms, we can develop our great country, India.

**\*SHRI K.C. PALANISAMY (Karur):** Hon. Deputy-Speaker Sir, the House is now discussing Central Sales Tax (Amendment) Bill 2005 and I thank the Chair for giving me an opportunity to participate in this discussion.

The amendments moved by the Government suggest that this Government upholds the spirit of Federalism reflected in our Indian Constitution.

I represent Karur the pioneering handloom industries town. At this Juncture, I would like to thank our DMK leader Dr. Kalaigai Karunanidhi who identified me and the electorate of my constituency who elected me to represent Karur in this House.

There is an ancient proverb in Tamil. It says "Earn wealth and in pursuit of it go beyond the oceans". This traditional spirit is there in us the Handloom manufacturing

\*Translation of the speech originally delivered in Tamil.

and trading community in Tamil Nadu. We are known for inter-state and international trade relations and I am happy to share my views on this Bill that seeks to facilitate smooth inter-state goods movement and commercial activities.

Sales Tax is levied on goods that are moved from one state to another. They may be transported both as goods for sales distribution and as stock consignment. Tax on them differs accordingly and there is enough scope for misinterpretation and hence disputes. This has led to several court cases leading to losses and delay both to the public exchequer and the private manufacturing and commercial sector.

Sir, the Central Sales Tax Act, 1956 has given raise to several unanswered questions. In 1997, when pronouncing its verdict on a case that came up before it, the Supreme Court suggested that a viable mechanism must be evolved to settle disputes arising out of several gray areas in the Act. By incorporating Chapter VI in 2001 an appellate authority came in. Even then there were certain overlapping interpretations. That is one reason why five amendments are sought to be moved now.

Smooth functioning of Central Sales Tax Appellate Authority is ensured through the amendment of section 19. This will help avoid delay in resolving disputes. It has been provided for through the amendment that the absence of Chairman or a Member need not disrupt the proceedings. I welcome this thoughtful move to overcome snags.

In my opinion, due recognition is now being given to highest appellate authority in the States. This will also help the Central Sales Tax Appellate Authority to function smoothly. This will help a thorough initial screening at the State Level while helping the dealers too. The ambit of Central and State authorities are clearly demarcated. Unnecessary sway from pillar to post, a hardship to the trading community can be obviated. Hence I welcome this Bill.

Several cases have been lost due to non-availability of reasonable period to appeal in time. This has resulted in inter-state distributors losing heavily. Now almost

[Shri K.C. Palanisamy]

5 months of time will be available through the amendment. 45 days period time limit is expanded to 90 days. Similarly the condonation period is also enhanced from 15 days to 2 months. This has both advantages and disadvantages. It would be better it is kept open to the trading community to render justice.

The proposed amendments in Section 20 allows the State Governments also to file appeals when they are aggrieved with the rulings of the State level authority. This appears like providing a level playing field. But care must be taken to ensure that this do not prop up legal wrangling due to vengeful attitude of 'some' officials. With a sense of responsibility I urge upon the Central and State Governments to take note of this crucial point.

Section 25 of the Act shall have an amendment that would enable transfer of pending cases back to appellate authorities in States from Central Sales Tax Appellate Authority. This will also provide equal opportunity to both the Governments and the commercial world.

'Be firm and still be gentle' is a desired quality in any form of governance. In that fashion, the proposed amendments seek to avoid losses and hardships faced by both the State Governments and the trading community. Hence I welcome this Bill.

[English]

SHRI VIJAYENDRA PAL SINGH (Bhilwara): Sir, I stand to speak on the Central Sales Tax (Amendment) Bill 2005. Actually, there were some problems regarding the Central, State disputes and the dealer problems. That is only being clarified so that these problems do not arise.

Let me put it across that India is a great country, a very big country geographically. Let me give an example of Europe. Europe has so many small countries. Whenever something was manufactured in one country and transported to another country, then to the next country, everywhere there used to be barriers and taxes. So, the European Union came into the form to sort out all these problems in this economy-driven world today. India is becoming an economic giant as

we are witnessing. It is surprising that Europe has been able to sort it out so beautifully so that the consumers really get all the advantages. Whatever is manufactured in France, in Italy it is sold at the same price at which France manufactured or France gets it. In fact, in some countries it so happens that people get it cheaper in the countries which it is exported to than in the manufacturing country. Surprisingly in India, in a State you manufacture something, then there is duplication of taxes. There is entry tax; there is municipality tax; there is the Central Sales Tax; and there is the State Sales Tax. There are so many taxes but this Bill actually is not that. It is only to sort out the disputes between the State Sales Tax, the appellate authority there, the dealer and the consignment changes. I remember, I wanted to buy a jeep. I found out that at one time it was the cheapest in Goa. So, I went all the way to Goa to bring it. I saved a few thousand rupees. Now, that was happening and I am sure the Minister understands this very well. He is trying to sort it out. Once the VAT comes into existence, I think all this will be sorted out in a big way. It is more political. I, from the BJP, also feel that with the small problems, that have to be sorted out, what is the State really going to get out of it? The State should not have a deficit because of this. The State should not lose out on this and if all this is sorted out the person who is really going to benefit is the consumer and that is what is required, what is necessary.

15.16 hrs.

[DR. LAXMINARAYAN PANDEY *in the Chair*]

Let me also say here that there are some problems also of the commissioning agents and the entry tax. Sometimes a commissioning agent does not hold the stock. What is he really doing? He is just booking from one State to another. He should just charge the commission. But what is happening is the stock is being transferred, the Sales Tax is being levied, the Sales Tax of the State is being levied and that has a lot of hindrances on the business and on the manufacturing. Let me talk about the textile industry. You have yarn which is manufactured in one State. It goes to another State and you make the cloth. You get the value addition and the loser is the consumer because what I feel is that the commission agent should only be charged the

commission and not the entry tax, the Sales Tax. That must also be sorted out otherwise I welcome the Bill.

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I am grateful to the hon. Members for broadly supporting the Bill. As member after member has said, this Bill is intended to resolve some issues which arose in the administration of the Act. The Bill was amended and in particular, Section 19 and Section 20 were amended by the Acts of 2001 and then again by the amending Acts of 2003 and 2004. But I am afraid because of oversight or inadequate homework some aspects were missed. Therefore, this gave rise to a serious problem of how to deal with appeals. As the provision stands today, an appeal will lie against the order of the assessing authority. There are thousands of assessing authorities in various States. What was intended was that the appeal should be against the order of the final authority in that State.

That is what is being sought to be taken care of. As Members have said, we do not wish to set up another tribunal. We have the Advance Rulings Authority for Income Tax. We are setting up the same authority as a tribunal so that we save money, lot of infrastructure and administrative expenses. Eventually, I think, the Central Sales Tax will be phased out. The Finance Ministers of the Empowered Committee are discussing the matter. We hope to phase out the Central Sales Tax in two years or so. The discussions have begun. If there is consensus, the Central Sales Tax will be phased out eventually. But pending that, we need an appellate tribunal at the national level to hear the appeals against the highest appellate authority in the State and that is what this amending Bill is intending to do. I appeal to hon. Members to pass this Bill.

MR. CHAIRMAN: I shall now put the motion for consideration of the Bill to the vote of the House.

The question is:

"That the Bill further to amend the Central Sales Tax Act, 1956, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 to 8 stand part of the Bill."

*The motion was adopted.*

*Clauses 2 to 8 were added to the Bill.*

*Clause 1, the Enacting Formula and the long title were added to the Bill.*

MR. CHAIRMAN: The Minister may now move that the Bill be passed.

SHRI P. CHIDAMBARAM: Sir, I beg to move:

"That the Bill be passed.

MR. CHAIRMAN: The question is:

"That the Bill be passed.

*The motion was adopted.*

15.22 hrs.

#### COMMISSION FOR PROTECTION OF CHILD RIGHTS BILL, 2005\*

[English]

MR. CHAIRMAN: The House will now take up the Commission for Protection of Child Rights Bill, 2005. Shrimati Kanti Singh.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): Mr. Chairman, Sir, on behalf of the hon'ble Shri Arjun Singh I move\*\*:—

"That the Bill to provide for the constitution of a National Commission and State Commission for Protection of Child Rights and children's courts for providing speedy trial of offences against children

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 20-12-2005.

\*\*Introduced with the recommendation of the President.

[Shrimati Kanti Singh]

or the violation of child rights and for matters corrected therewith or incidental there to, be taken into consideration."

Mr. Chairman Sir, we are discussing here today the Protection of Child Rights Bill, 2005. I would like to dwell on it in details.

The number of children in India is more than in any other country of the World. As estimated, children under the age of 8 years form 40% of our population. As per the Census of 2001, we have 15.78 crore children in the country who belong to the age-group of 0-6 years. We have a general belief among ourselves that child is a gift of God and should be looked after with love and affection by both-his/her family and the Society. But as the incidence of poverty, social evils and recession of traditional social values escalates, the children particularly those of poor class of society are again and again subjected to negligence and exploitation. The Government is committed to provide children with all facilities to allow them to grow as a future potential human resource which will make the fortune of this country brighter. So on one side, we have to protect our children from exploitation and, on the other provide them with better facilities for their welfare and progress. Only then we can think of a healthy and constructive society.

Our Constitution, too, has many provisions on child development and protection. The Government of India notified on 22 August, 1974 a National Child Policy aiming at devising policy measures to help the children in need. That policy stated that the State shall provide adequate pre and post natal facilities for children and full assistance during a child's growth period is to help him gain full physical, mental and social development. That policy had all details of such services and facilities to be provided.

Since 1974, many measures, both at national and international level have been taken with regard to child development. The Government have provided with resources to create propitious atmosphere for child development.

India had signed the UN Convention on Child Rights on 11 December, 1992. This convention impresses upon the signatories to take all necessary steps for protection of child rights on the lines as mentioned in the Convention.

The UN General Assembly Special Session on Children in May 2002 passed a memorandum titled 'A World fit for Children' which ascribed targets, objects, action plans and activities of Member countries in the present decade for the welfare of children. On its basis, the Government of India prepared a National Child Action Plan, 2005 which ascertained its targets and objects afresh for the decade in vogue. A National Child charter was adopted in 2003 restarting Government's commitment to Child Development.

Though the recent years have seen reintegrated official programmes and increased investments therein for Child Development yet all these measures fall short to meet the challenges before us. The indicators of development in education and nutrition also do not show progress as expected. This obliges us to take into account all the matters concerning children holistically. We have come across many negative social trends and tendencies befalling on children, particularly, girls. Social surveys have brought forth the crimes of peevish nature against girl child, some of the examples of this are; female foeticide, female infanticide and illegal trafficking of children. The ever expanding effect-field of media and its manifold power has helped to bring into light many cases of child abuse and exploitation. New trends of child-exploitation have emerged like—use of children in illegal trade of ban drugs and child pornography.

Large network of criminals, easily available and quick means of communication and poverty have resulted in increase in illegal trafficking of children. Gender bias deprives girl child proper education, health facilities and proper nutrition. There is a need to pay special attention to all these issues.

Several departments of the Central and the State Governments are concerned with the enforcement of laws, polices and implementation of programmes relating to children. Often NGOs, too, have a role in the implementation of such programmes. The gap in services required for the all round development of children and

services being provided by the Central and the State Governments is widening day by day. Therefore, there is an urgent need to review the implementation of programmes and laws relating to children in every aspects and all over the country and to create an effective mechanism for giving suggestions to the Government in this regard. The children are the weakest section of society since they can't unite and express their needs and problem. As 40 crore children in the country are still deprived of basic amenities, therefore, a need for the creation of a statutory body has been felt, whose recommendations can't be overlooked and which can provide immediate and effective relief to the children. Therefore, with a view to achieve the said objectives, a National Children Rights Protection Commission may be constituted through an act of Parliament, in accordance with the Children Rights Protection Commission Bill, 2005. The Bill also provides for the constitution of State Commissions and Childrens Courts in the States.

Said Bill has been prepared after detailed consultation with the State Governments and the Union Ministers and Departments dealing with matters relating to children. Opinion of Public was also sought before giving final touch to the subject matter of the said Bill and social workers were also consulted. The Bill was presented in the Lok Sabha on 2-5-2005. Subsequently, it was referred to the Parliamentary Standing Committee of Human Resource Development Ministry for examination and preparation of report. Officers of the Department of Woman and Child Development appeared before the Committee for oral evidence and replied to the question raised by the Committee. The Committee also interacted with the NGOs and social workers with regard to this proposal. The Committee submitted its final report in the Lok Sabha and the Rajya Sabha in August, 2005. The Ministry seriously considered the recommendations of the Committee and accepted these recommendation which were in the interest of the children. Before giving final shape to the amendments, the Ministry of Law was also consulted with regard to certain legal issues. Since, the said Act is an Act of national importance in the interest of children, therefore, I appeal to all the Members to support the Bill so that this Commission can be constituted at the earliest.

MR. CHAIRMAN: The motion moved:

"That the Bill to provide for constitution of a National Commission and State Commission for protection of Child Rights and children's courts for providing speedy trial of offences against children or the violation of child rights and for matters connected therewith or incidental thereto, be taken into consideration."

SHRIMATI KARUNA SHUKLA (Janjgir): Mr. Chairman, Sir, I rise to speak in support of the Child Rights Protection Commission Bill, 2005 which is being taken up for discussion in the House. In addition to supporting it, I would like to draw attention of the House to certain things.

God has evolved a system that before a woman delivers a baby, milk becomes available in her breasts so that she can feed her son after the birth and the baby can grow in a proper way. But the irony is that now, 58 years after our independence our Government have taken into account the fate of children. Though the Government is very late to have thought of it, yet, I would like to thank Shri Arjun Singh for having brought a Bill concerning children at least after 58 years.

Today, the childhood in our country is mortgaged, rather it is in chains. Three and a half crore children in our country are crying of hunger and are forced to eat the leavings. Some of them are forced to work as bonded labour on tea-stalls. A large number of them are lured by missionaries who make false promises of imparting education to them and for providing all other facilities if they embrace their religion. Many Members are commenting on it with concern. One can go and see it in the North-Eastern states and even in Chhattisgarh, where religious conversions, used to take place just upto two years back. I, myself, have witnessed this phenomenon in my constituency. The children are forced to embrace other religions.

Mr. Chairman, Sir, hon. Minister made a mention of rape also. Girls of the age of even 2 to 12-14 years are raped. Who shall return their childhood? Who will take up this responsibility? Any child can rise upto the post of President or Prime Minister, can become a good mother

[Shrimati Karuna Shukla]

or a good farmer, or a good businessman. Hon. Minister has stated that approximately four lakh children have fallen prey to it, now who can return their childhood?

I would like to draw the attention of the hon. Minister towards two-three provisions of the Bill. No doubt, the Government wake up after 58 years to take steps in the interest of children, however, the process would be incomplete without the involvement of women in this regard. There is no provision for a woman member in the six-member commission proposed to be constituted. I have read the Bill thoroughly. The Bill contains no mention amongst whom the Members shall be appointed, and their required qualification etc. There is not even a word about a woman member.

Sir, I would like to say that if the Government envisages protection of the rights of children for ensuring better childhood so that they can become good citizens in the future, involvement of woman is very essential in this regard. Future of a country, no doubt, lies with its children. And the future of India has skipped childhood and attained old age. Present spate of sexual perversion is mainly because of neglect of childhood. Paying no attention towards children makes them criminals. We find small boys and girls beginning at the crossings of roads in metropolitan cities. It is a daily affair. When they find window-glasses of cars down, they knock and say, please give something, we are hungry. Which way the Government are taking care of their childhood? The Government should have taken care of it 58 years ago and not now. Today, we would seriously ponder over it.

The Provision of constitution of State Commission is, no doubt, a welcome step. But, the Government should ensure that it is not politicized and that it does not remain merely a legal entity. The constitution has provided many a right to us, including free education to children. But, do these children study? In factories, we find a long queue of child-labourers. A large number of child labourers work in our coal mines. In my state of Chhattisgarh, there was an age-old saying that, when a first child attains the age of 12-13 years and his mother gives birth to a second baby, people would call the first child as 'Ladka pavaiya' means-baby entertainer. And he used to spend his childhood on entertaining his

younger siblings. I definitely welcome the Bill brought by him, but, I would say that women must be involved in it. It would better the future of children. The Government have endeavoured to treat the children as statues of God, but there is a need to conduct a survey on their actual position. When Labour Inspectors visit factories where children are reported to be employed, the employers ask them to run or hide. Bonded children are often engaged in coal mines, as weavers, or to fill up the bottles of wine. Majority of children are leading a hellish life, just because of lack of proper education. In the end, while supporting the Bill, I caution that it should not be politicised, rather it should be used for the creation of a healthy and beautiful society.

[English]

SHRIMATI D. PURANDESWARI (Bapatla): Sir. I rise to support the Bill which is taken up for discussion today. It provides for the constitution of a National Commission and State Commissions for Protection of Child Rights and Children's Courts for providing speedy trial of offences against children or of violation of child rights and for matters connected therewith.

Children, that is, persons below 18 years of age, constitute 40 per cent of our population and India is the country which is home to the largest child population in the world. Our Constitution has rightly guaranteed several rights for our children like equality before law, free and compulsory primary education to children between 6 and 14 years of age, prohibition of trafficking and forced labour of children and prohibition of employment of children below 14 years of age in factories, mines and other hazardous occupations. The Constitution of India further enjoins that at the tender age, children should not be subjected to any kind of abuse, and driven by economic necessities these children should not enter into avocation that is unsuited to their age and strength.

On a positive note, the Constitution declares that steps should be taken to ensure:

"That children are given opportunities and facilities to develop in a healthy manner and in conditions of freedom and dignity and that childhood and

youth are protected against exploitation and against moral and material abandonment."

Alongside India has also participated in the U.N. General Assembly Summit in the year 1990, which adopted the Declaration on Survival, Protection and Development of Children.

Sir, India is a signatory to the UN Convention on the Rights of the Child in the year 1992 which makes it incumbent to protect and monitor the rights and privileges that our children have been guaranteed or enumerated in the Convention. Sir, the most recent initiative taken by India in this direction is to adopt the National Charter for Children in the year 2000.

Sir, with these Constitutional provisions and international initiatives, there is a genuine need and necessity to put in place an agency that would monitor the implementation of various rights and privileges that have been guaranteed to our children in various national and international declarations and also in various statutes. The Bill that is brought forward today seeks to actually fulfil this necessity. It seeks to set up a National Commission for the protection of child rights at the Centre and it also seeks to set up State Commissions in the various States which would effectively implement the provisions regarding the rights and privileges of children.

Sir, an examination of the functions of the Commission clearly reveals that it is very comprehensive and elaborate. The Commission is empowered to examine various safeguards with regard to the protection of child rights and it also looks into the factors that lead to the violation of rights of those children who have been affected by communal riots, terrorism, natural disasters, trafficking, HIV/AIDS, etc. However, Sir, the Bill does not take care of those children who have been afflicted by drug addiction. I hope that the Commission that would be set up now would take care of these children also. It is heartening to know that the Bill empowers the Commission to take care of those children who are in distress. It also empowers the Commission to take care of those children who are marginalized, who are disadvantaged and also take care of children of prisoners also.

Sir, for ensuring speedy trial of offences of violation of child rights, provisions have been made in the Bill for the setting up of child courts. A designated child court will be set up in each High Court and a public prosecutor would also be designated for this purpose.

Sir, in addition to this, the Commission, upon completion of an inquiry, can directly refer the cases to the Supreme Court and the High Courts without Government intervention. This is a statutory provision which is expected to cut down on the bureaucratic process.

Sir, having touched upon the salient features of the Bill, I would now like to draw the attention of the Minister and the House to certain inadequacies which I feel need focussed attention. First, the Bill does not apply to Jammu and Kashmir. My point is that when the National Human Rights Commission is applicable to Jammu and Kashmir and when the violation of the rights of children is no lesser than violation of human rights then why is this Bill not applicable to Jammu and Kashmir? In the preamble to the Bill, that is, on page 1 of the Bill, reference to the Constitution of India should be made rather than to the Governmental policies because it is our Constitution that guarantees several rights to our children. Similarly, in Clause 2(a) also, a reference to Constitution of India should be made. And in Chapter II with regard to constitution of the National Commission, the President should be appointing authority and, rightly as has been pointed out by the speaker before me, at least 50 per cent of the members of the Commission should be women.

Sir, the Chairperson and the Members of the National Committee should have a minimum period of experience in their own lines. In the Bill, a Children Advisory Group should also be created which can take part in the deliberations of the Commission and can keep in touch with the National and the State Commissions so that the Children Advisory Group can keep them updated or upgraded on the problems relating to the children. Sir, the selection of the Chairperson should also be done by a three-member Selection Committee headed by no less a person than our hon. Prime Minister and then assisted by the Minister for Human Resource Development, and also the Minister for Social Justice and Empowerment because this is a

[Shrimati D. Purandeswari]

very high powered Commission that we are talking about. We are talking about the future of our children.

Sir, the budget provisions as laid down in clause 12 and 27 of the Bill might affect the independence of the Commission. It is proposed that the fund allocation should be decided by Parliament and not by the Ministry of Human Resources Development.

Also, the salaries and allowances of the Chairperson and the Members, after they have been appointed, should not be altered to their disadvantage.

Clause 33 of the Bill leaves very little elbow room and initiative for the free and independent functioning of the Commission. A high-powered Commission such as this one cannot be expected to take orders from bureaucrats. Rather, the law should provide that documents like the CRC and NCC should provide the guiding principles for the Commission to function.

The Bill proposes setting up of two sets of Commissions—one at the Centre and another at the State level. It however does not define the inter-state relationship between the national and the State-level commissions. This needs to be defined because otherwise this could lead to a conflict of jurisdiction and also lead to overlapping of powers and functions.

The Bill does not seem to include cases of violation of child rights by the police, paramilitary and Armed Forces. There have been several cases of atrocities committed against children by them. In view of this, a clause should be provided to cover them too.

Before I end, I would like to utter a word of caution. Government schemes tend to perpetuate the institutional model of care, even though planners are aware of the disastrous effects of long-term institutionalisation. Government schemes are pegged to numbers and targets and grants are released to them based on the numbers. Here, we need to remember that low quantum funds lead to sub-standard care. Institutions do not teach children to live a life; they actually teach them to live within the institutions. This has to be taken care of in the case of the National Commission for Children.

The problems that children face in our country are many but most of these problems are not of their own making. It is the elders who are responsible for their difficulties and the children simply inherit them.

The Supreme Court of India has given several directives and guidelines from time to time against child labour and child exploitation as in *Mehta Vs. State of Tamil Nadu, 1997* or *Vishal Jeet Vs. Union of India, 1990*, to quote just a few cases. However, they have not been enforced with any kind of sincerity. My apprehension is that those guidelines and directives might not be enforced with sincerity in the case of the State-level and national level Commissions and hence I appeal that it should not be repeated.

Similarly, to make the National Commission more functional, with a human spirit, after the Bill is passed and before the National and State-Level Commissions are put in place, a status report on the children and the problems of the children, right from their birth to education, medical attention, hazardous employment, and bonded labour should be created and that national document should be the starting point for the functioning of these Commissions.

Finally, children are the greatest assets for any country and before I end, I would like to quote the Noble Prize Winner, Gabriela Mistral, who wrote:

"We are guilty of many errors and many faults but our worst crime is abandoning our children and neglecting the fountain of life. Many of the things we need can wait. The child cannot. To him, we cannot answer, 'Tomorrow', His name is 'Today'."

With these words, I extend my support to the Bill.

SHRIMATI C.S. SUJATHA (Mavelikara): Sir, at the outset, thank you for giving me this opportunity to participate in this important discussion.

I rise to support the Bill. This legislation has been brought with the intention of protecting the rights of the children and hence the Bill should address the overall needs of survival, protection and development of the child and should fulfil the promises made in the UNO's Child Rights Convention of 1989. The Commission would

be capable of guarding children against violation of their rights.

Even though the formation of Commissions would be a right step. I have some doubts on whether merely forming of Commissions at the national level and State-level with limited scopes of performance and authority would serve the purpose. In fact, what is needed is a comprehensive legislation containing all requirements.

I have some suggestions and amendments to this Bill. The Bill should give legal status to the rights of the child as enunciated in the Child Rights Convention and special rights of the girl child as proclaimed in the Beijing Conference.

A child has to be defined as human child from the day it is germinated in the womb of its mother and till it attains 18 years.

In our country, the child abuse and violation of child rights are rampant. They are the victims of socio-economic conditions. Children, especially the girl children, bear the brunt of the customs and religious practices in this country. Child marriages, though banned, take place in various parts of our country. In Rajasthan, Madhya Pradesh and many other States, such cases are being reported often. It was only recently that an *Anganwadi* worker was mutilated for trying to stop the conduct of a child marriage in a village in Madhya Pradesh. There is enough number of examples.

To be effective, the Commission should be vested with judicial power. The National Commission should be chaired by a sitting or retired judge of the Supreme Court, and the State Commissions by sitting or retired judges of the High Courts. The National Commission is to be appointed by the Indian President and State Commissions by the State Governors from the panels constituted by the Prime Minister and State Chief Ministers respectively, on the advice of the expert committees, for a period of five years. The age limit of the Chairman is to be 70 years and of members 65 years. The Chairman and Members are to have child-friendly attitude.

In addition to the powers mentioned in section 14 of the Bill, rights and powers of Enquiry Commissions as contained in the Commissions of Inquiries Act, 1952

as amended by the Amendment Act of 1971, right to call for reports from the Central Government and State Governments and right to give an interim relief to the child subjected to violence on its body or mind and also to its family, wherever necessary, is to be included.

In addition to the duties mentioned in section 13 of the Bill, duties and responsibilities to investigate on child labour, child abuses, cruelty to children within and outside their homes and interference in cases of violation of child rights with the permission of the court are to be included.

The Commission should meet at least once in three months. Rules of procedure of the Commissions should be decided by the Commissions, with the consent of the Governments.

In addition to the steps and procedure included in the Bill, provision to give a copy of the inquiry report to the aggrieved party, responsibility of the concerned authority to take appropriate decision in a time-bound manner on reports and directions by the Commission and responsibility of the concerned individual or authority to implement the directions of the Commissions have to be included.

Lastly, provision of adequate funds to the Commission to discharge their duties and functions as per the Bill by the Government concerned has to be ensured through the Bill.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Chairman, Sir, I rise to support this Bill, because it has been introduced in this House properly after knowing of the views of the public, after complete decision of the Advisory Committee and in consultation with the NGOs involved in the programme of Child Development.

There were Commissions for the upliftment of women, backward classes, SCs and STs but there was no Commission for the protection of the interests of the weaker part of our family. There was a special need for this; the Government took initiative to fulfil that need. We thank the Government for the same.

When I was a student, I heard the speech of Dr.

[Shri Mohan Singh]

Ram Manohar Lohia in Allahabad University. He said that the child was the weakest element of our family and sometimes he wished that he should do work for the protection of the interests of the children by leaving rest of the fight. For example, he said that our society was a male dominated society. If a junior hears his angry officer, he bears the brunt, but at home, he beats his wife. He transfers his anger onto his wife. Even wife bears the brunt and transfer her anger to the children. The last person, who bears the brunt, is the child. Therefore, the protection of his right is the biggest human duty and we should do so by making a law. There have been so many efforts made in this regard at the international level. When there was emergency in our country, that time the Parliament had passed the Act to abolish the bonded labour. Our Parliament made many laws to stop the tradition of employing child labourers. Our first Prime Minister Pt. Jawaharlal Nehru started to celebrate his birthday as Children's Day and even today, the country is observing the 14th of November as a Children's Day. Protection of the child's right is our duty. The father figure of our country Pt. Jawaharlal Nehru has conveyed this message to the country through his life. When we observe at a broader level, then it reveals that the efforts made one after another have not proved effective. Today, the Children of India are suffering mostly from malnutrition. From all over the world reports are coming that 40 crore children are suffering from malnutrition in the entire world. In one of the States of India a survey was held recently. Our Minister of Civil Aviation is sitting here. One of the English newspapers published from Delhi reported in its headlines that the State, we consider as the most developed one has got the most number of children dying at the age of two years from malnutrition and the figure is in million. That newspaper reported that this is a very unfortunate situation for us. The situation is more critical in the poor states. More and more we started take measures for improving the life of children, the problem remained getting aggravated. There is a saying in Urdu that the disease started to become severe with more and more intake of medicines. The situation is same with regards to the improvement of the children.

We started the Pulse Polio Programme. That programme is implemented in the whole of the country and the world as a campaign. But children are still being affected with Polio. Many of the diseases are hereditary also. People say that in our country, 25 per cent people are suffering with diabetes. Diabetes is a hereditary disease. Symptoms of this disease are being noticed in the children 10-11 years old by which their potency is on the verge of living destroyed.

HIV, which we also know as AIDS. If any of the male or other member of the family suffers with this, then his children also get affected. Today, a large number of children are suffering with HIV. We have to think seriously about that. A survey was conducted in U.P. It was observed that in three districts of the State, three hundred girl children have fallen short against per one thousand male children. Foeticide of the girl child is being done. We made a law that per-natal gender test is illegal and the doctor involved in the foeticide of girl child will be punished. But have we made any provision against such parents who get such test done? Pictures of many states have come in the survey. In the educated city of Chandigarh which is a union territory, 325 girl children have fallen short against per one thousand male child. Foeticide of the girl children is being done. The people who are involved in the heinous and cruel act of foeticide of girl child should be given a maximum of capital punishment. I want to urge the Government of India for the same.

The future of our whole society is going to be imbalanced. Homosexuality in the society is increasing. Events of rape with women are taking place. Male hostility is growing. Social imbalance between the male and female is a main reason. The gap in the numbers is increasing between them. The Parliament and the Government need to think seriously over this matter.

16.00 hrs.

All the Government schemes we start to abolish malnutrition among children are proving infructuous due to corruption. We started Anganwadi project for the rural children. Today, there is loot in this scheme and it is worth considering as to how much benefit children are receiving with the same. Similarly, there are other schemes like the Mid-Day Meal scheme for the primary

schools. The extent to which this scheme is successful should be reviewed by a Parliamentary Committee. Thus, we should do what is required for the health of the children and provision for stringent punishment should be made to stop the foeticide.

With this suggestion, I conclude my speech supporting the Bill and thanking the hon. Minister for presenting this Bill.

16.02 hrs.

### DISCUSSION UNDER RULE 193

#### Need to improve the infrastructure at airports in view of increase in passenger and cargo traffic

[English]

MR. CHAIRMAN: We are now taking up item No. 34: "Discussion regarding need to improve the infrastructure at airports in view of increase in passenger and cargo traffic". I give the floor to Shri Kharabela Swain to start the discussion.

SHRI KHARABELA SWAIN (Balasore): With your permission, can I speak from this seat? If you so wish, I can go to my seat and speak from there.

MR. CHAIRMAN: It is okay.

SHRI KHARABELA SWAIN: Sir, in the last Monsoon Session of Parliament, I had given a 'Half-an-Hour' Notice on this particular subject, which was admitted by the hon. Speaker, but it could not be taken up, and I was asked to take up this matter by way of a discussion under Rule 193 in the next Session, that is, this Session. I wish to express my gratitude to the hon. Speaker for bringing in such a topic for full discussion here. The hon. Speaker, on many occasions, has admitted here that 'civil aviation' has become the most popular Ministry because each and every hon. Member wants to raise a question pertaining to that Ministry.

When I rise to raise these problems with regard to improvement of infrastructure in airports. I am not going to criticise the Government or the Civil Aviation Minister

because I know that he has done an excellent job and I must congratulate him that within a very short span of one-and-a-half years, he has risen to the occasion and he has seen to it that India, on the way of becoming a super power, creates the infrastructure it needs. I again congratulate you, Mr. Minister, for your excellent job.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Thank you very much.

SHRI KHARABELA SWAIN: The only thing is, I will bring in some of the inadequacies which you have already mentioned on several occasions by way of answering the questions relating to Calling Attention notices and other things. Still, in a consolidated way, in a comprehensive way, I will bring in some of these problems to your kind notice and on which most of the Members of this House and I would like to have a reply from you.

Sir, air travel has never been a mass mode of transport in India; it has always been the railway sector or the road sector. However, the overall situation in the world is forcing India to be so, that means, air travel is going to be the mass mode of transport in the days to come.

The other day, in the Commonwealth Parliamentary Association, which was held last weekend in Delhi itself, the Pakistani delegation very grudgingly admitted that economically India is becoming another China. They admitted this very grudgingly. Economically, India is also going to be a super power. The Government desperately wants to attract FDI to attain eight per cent GDP growth rate annually. The Government also desires that India should become a hot destination for foreign tourists who would bring in a flow of foreign currency. To attract foreign tourists, the aviation sector must grow. Of course, it is growing but it must be opened up sufficiently for all.

I had visited Thailand recently and I was very surprised to find that the Thai Government removed all quotas on incoming flights to Bangkok. Thai Government issued orders that any foreign aircraft can come in any time and bring in any number of passengers to Thailand. We too opened up our aviation sector. We opened up the sector to a great extent in the last couple of years.

[Shri Kharabela Swain]

But, do we have the infrastructure that is required to manage this ever-growing sector of civil aviation?

Previously, the Indian Airlines had the monopoly in this sector. Now, there are many other private airlines in business like Jet Airways, Sahara Air, Air Deccan, Kingfisher, Spice Jet, etc. I hear that many other airlines like Indigo, Paramount, Music, and so many others are going to come. In the last year's Air Show in Paris, it was the private airlines from India that have placed the orders for the highest number of aircraft. They ordered for more than 300 aircraft. One single private airlines of India, the Indigo Airlines, ordered 100 aircraft. When we are going to have so many airlines operating in the country, with so many aircraft around, how do we accommodate all of them in our airports?

In 1990s, for the first time when we opened up our civil aviation sector, when we opened our skies, it was done without adequate preparation. Now also, India is not a matured market. India has some 180 aircraft only whereas the United States of America has about seven thousand aircrafts and the Western European countries have about five thousand aircrafts. Indian aviation sector is not mature, it is trying to mature and it is going to mature. The cheap air fares being offered by the 'no-frills airlines' like Air Deccan and others, have seen to it that Indian aviation sector will grow at an annual average of 25 per cent over the next five years.

There are 80 operational airports in India. Most of them do not have adequate infrastructure. You will be surprised to know that most of these 80 airports do not even have the basic navigational aids. Except the runway, there is hardly anything available. In some of the airports, minor tasks like acquisition of 50 acres of land are pending for years together.

World-wide, the aviation turbine fuel accounts for 15 per cent of the operating cost. In India, it accounts for 30 per cent. You reduce the cost of aviation turbine fuel, and you will find that it will be compensated by the growth in the number of the aircraft, number of the passengers and cargo coming in. Because of the higher consumption, the Government will also not lose its duty.

We have two major airports in the country—one at Mumbai and the other in Delhi—which account for more than 60 per cent of the total cargo and air passenger traffic in the country. But they do not have the required infrastructure. I will give you one example. They require rapid exit-transit ways and taxiways.

They require advanced air traffic management, upgraded software, and new parking space. All these things are required. Another problem is that most of the airlines want to park their aircraft only in Delhi and Mumbai, which is creating further more congestion in these two major international airports of the country. Everybody knows that because of heavy traffic before landing, aircraft takes a *chakkar* for about 15 or 30 minutes. It hovers over the airport for that long. You would be sitting, and just waiting for the aircraft to land. Somebody said that in the dead of night, he had to wait for one and a half hours for his aircraft to just land in the Delhi airport.

Aviation turbine fuel is consumed at the rate of Rs. 15,00 per minute. That means, just for landing, an aircraft has to spend more than Rs. 30,000.

Mumbai airport handles 30 per cent of all the arrivals and departures but in Mumbai you will find that at one point of time there would be only one landing or one take off. As I have perceived in some other airports in the West like Frankfurt or Heathrow, many aircraft land and take off at the same time. In our country, we have not come to that standard. I feel very sad and depressed when I return from abroad to our international airports like Mumbai and Delhi. Even Bangkok and Kuala Lumpur have built state of art airport. I feel ashamed. We are wanting to become a Superpower and we are wanting to become a permanent Member of the Securing Council but we are not able to build an airport even of the standard of Kuala Lumpur and Bangkok. Take the example of these airports and compare it with our airports of Mumbai and Delhi.

Delhi and Mumbai airports have the second runway. But one of these runways is hardly used for 10 per cent of the time. What is the reason? The reason is that because of their faulty alignment does not suit wind direction required for take off and landing 90 per

cent of the time. Though there is a second run way in Delhi and Mumbai, they remain unutilised. There are not enough security check areas; there are not enough baggage carousels they do not have any high speed taxi ways; and most of the time, aircraft block the runways for a longer time.

Even some months before, in Mumbai, when one Air India flight was about to land, a stray dog crossed the runway resulting in the delay of 20 minutes for that landing of that aircraft. Moreover, it had a cascading effect for other flights which were to land. In Mumbai, you will find that merely one-third of the airport is overrun by slums.

Take the example of Kolkata airport, each aircraft in Kolkata spends two minutes for backtracking on the runways because its expansion has been stalled by a mosque at the end. Aircrafts coming to land in Kolkata Airport will have to double the distance between themselves. In all other cases, it is ten miles between them but in Kolkata, it is 20 miles because of these reasons.

In Bangalore Airport, the incoming aircrafts will have to wait upto ten minutes for an aircraft in one of the nine parking bays to move out because when an aircraft is coming, the other aircrafts will have to wait for ten minutes. Unless and until the other aircraft lands, this aircraft cannot go. This is the problem in Bangalore Airport. In Delhi Airport, there are 440 landing and taking offs that take place in a day. But it has got only five conveyor belts for clearance of baggage and one security holding area for the private airlines. If we go by the Jet Airways, it is totally jammed during the peak hours. If we could have a new runway in Delhi and Mumbai, it will increase the size of the airport four times.  
...(Interruptions)

MR. CHAIRMAN: Kindly be brief.

SHRI KHARABELA SWAIN: I am the first speaker.  
...(Interruptions)

MR. CHAIRMAN: The time of your Party is limited and there are other speakers also from your Party. I know the rules also. Please be brief.

...(Interruptions)

SHRI KHARABELA SWAIN: The main thing in an airport is the fast clearance of passengers. The faster you clear the passengers, more the money you earn. But here it is not the case because of lack of infrastructure. The Airports Authority of India is having a shortage of manpower. Till some months ago, they did not have the Member (Operations). I do not know whether they are having one now. The maintenance of the airports is done by the Member (Operations). Till two to three months back, they did not have the Member (Operations).

Most of the airlines want to have their hubs in Mumbai. I would request the hon. Minister that he should see to it that airlines shift their hubs to other places like Chennai, Kolkata and Ahmedabad. Only Sahara Airlines has agreed to shift its base to Hyderabad. Everybody wants to start the operation from Mumbai. I would just like to put one question to the hon. Minister about the parking lots which they are going to build. When will it be operational? When will it be completed?

Another thing I want to say is that Delhi and Mumbai airports are built to cater to 1.5 times of the current load. It is more the inefficiency than the inadequacy that is posing a lot of problem for the passengers and the cargo. I would request the Minister to see that passenger take-in and take-off can be improved with the existing infrastructure through better management. So, will the hon. Minister see to it that there is better management so that the take-in and take-off time can be improved. It should be done with very effective utilisation of the existing resources. According to the International Civil Aviation guidelines, Delhi and Mumbai should handle 45-50 take offs and landing per hour. But actually, they are handling only 24-30 aircrafts per hour. The Frankfurt Airport handles 20 times more traffic than Delhi and Mumbai with three to four time more infrastructure. Their infrastructure is being maintained. It is being managed most efficiently. In terminal IB of Delhi Airport, it has a capacity of 600 passengers per hour but during the peak hours, it has around 1800 passengers. But the Terminal 1A can accommodate 1200 passengers but during the peak hours you will find 800 passengers. So, I would like to know from the hon. Minister if he is going to add more terminals to the existing strength.

[Shri Kharabela Swain]

So, I would like to know from the hon. Minister if he is going to have more terminals.

While I am going to conclude in two to three minutes, I would ask the hon. Minister about the question of shortage of pilots. In India, that is why, a lot of poaching is going on. One airline is trying to lure away the pilots from the other airlines. It is going on. Airlines have even gone to the court to file cases against their own pilots. In June last, 12 passengers were stranded in Lakshadweep's Agathi Airport because all of a sudden, the pilot of the Indian Airlines left the Indian Airlines and joined some other airlines. That is why there was no pilot to fly back the aircraft to the mainland.

Sir, India needs 3,000 pilots, double the existing numbers of what we are having, and now we have borrowed some of the pilots from the foreign countries, which cannot be a permanent solution. We are only having one pilot training institute, which is in Amethi. I would put a question to the hon. Minister. What is he going to do about pilots because when we are just going to have 300 more aircraft in the very near future, which would require 10 pilots per aircraft, we would be requiring about 3,000 pilots? What is he going to do about it? Should we just simply go on importing them from foreign airlines? Therefore, I would appeal to the hon. Minister that he should see to it.

Then, what about the airports which he is going to develop in the States? In my own State, in the western Orissa, there are so many steel plants which are just coming up. From the Second World War period, we are having one airport at Jharsuguda. Runway is available there. Similarly, in Rourkela also, another runway is available. So, will the hon. Minister see to it that at least in the western Orissa another airport, the green field airport comes up?

May I draw the attention of the hon. Minister of Civil Aviation?...*(Interruptions)*

SHRI PRAFUL PATEL: I am writing everything. You said about Orissa, Rourkela. I am noting down everything....*(Interruptions)*

SHRI KHARABELA SWAIN: It is the most important

thing which I am raising. It is about Orissa. There is only one Indian Airlines' flight, which goes to Orissa. It is from Delhi to Bhubaneswar. It lands there at 3 o'clock. That means, in the noon, you waste the entire day, when you go from Bhubaneswar to Delhi or Delhi to Bhubaneswar. So, Mr. Minister, can it not be possible that you can introduce a morning or evening flight to Bhubaneswar so that at least we would not waste the entire day?

Last but not the least, Mr. Minister, we have been hearing for the last five years that during foggy days you have the landing instrument there and by utilising it, even during foggy period the aircraft can land. But all the time you are replying that the pilots have not been trained. What has happened to that? If no other Civil Aviation Minister in the past has taken it up, would you also not do it? You are such an excellent Minister. You have done excellent job, and I hope that you would train the pilots who—just like Heathrow Airport, Western airports and American airports—should also be able to land their aircraft even through the densest of the foggy situation.

I hope and I expect from you, Mr. Minister, some return for Orissa because I am praising you very much.

With these words, I conclude my speech.

*[Translation]*

CHAUDHARY LAL SINGH (Udhampur): Sir, I would like to give suggestions in respect of the discussion raised by my colleague, Shri Kharabela Swain. He dwelt at length about the airports of the entire country excluding those of Jammu and Kashmir. First of all, I extend my sincere thanks to the hon. Minister in whose tenure the situation at the airports of the country has considerably improved. There are two flights from Jammu and Kashmir in the morning and one of them is of Deccan Airways. I beseech more flights in the morning from 0700 hrs. to 1200 hrs., which will greatly benefit the local populace.

16.26 hrs.

*[SHRI VARKALA RADHAKRISHNAN in the Chair]*

Ours is a tourist state. The Mata Vaishno Devi Shrine alone attracts around 70 lakh people annually but

those pilgrims don't have access to air travel as there are only two flights for Jammu and Kashmir, the bookings of which remain full. The time table is not convenient for the travellers. The Indian Railways has better services than these flights. Now-a-days air fares have reduced considerably and even a middle-class person now travels by aeroplane. So, it will be better if the Government improves facilities there. There is direct flight between Delhi and Srinagar whereas most of the passengers are Jammu bound. Therefore, flights between Delhi-Srinagar must have stopover at Jammu. It will benefit local people as well as the Airlines.

The Government have done which was long overdue, but it needs to be changed. The authorities have announced concessional rates for Shrinagar but not for Ladakh. That region is inaccessible so the only option left is aeroplane. Therefore, this long pending demand for air connectivity should be fulfilled. Every person who wants to go to Ladakh have to book seat. There is a quota fixed for the employees of Jammu and Kashmir. However, there is no quota for MP and MLA. The allowance is given but no concession is given which they badly need. The runway of the Airports in Jammu and Kashmir is very short. When aircraft lands strong brakes are applied which is very dangerous. If seats are not fastened, the passengers may get hurt. The successive Governments have tried to acquire nearby land but owing to the resistance by the Army, efforts have failed. We need better coordination in this respect. They should not have built airport without having proper runway. People will be grateful to them if they make a separate runway. Some Army Officers have done a good work by introducing the services of the Deccan Airways and other small aeroplanes. I would like to congratulate them for expanding air services. It is decided to built airport at Kishatwar and land has also been acquired for this purpose. The Deccan Airways had also formulated a plan in this regard. Only a little money will have to be spent. Our Army is there. Two big projects, one at Baglihar and another at Dulhasti, are being executed there and third project at Gurnisal is likely to come up. I know that this is a long distance and therefore, it is difficult to cover by road. Shri Azad had tried when he was Minister of Civil Aviation. It is sad

that this work is still incomplete. He has said that a fresh effort needs to be made. The railway services have reached Udampur. An airport should also be built there so that pilgrims to Mata Vaishno Devi are benefited. Presently smaller planes can land there but in this era of globalization, the Ministry of Civil Aviation can play a far greater role in providing air connectivity and facilities to the masses. I request you to start night flight too, particularly in winters, when due to fog, most of the flights are cancelled. I have learnt that a technology is being developed with the help of which air services may be made available in all seasons and at all times. I would also like to submit that with the construction of airport at Udampur, the nearby airports of Pathankot and Chandigarh will be decongested and it will be beneficial for the entire States of Himachl Pradesh, and Punjab and a short stretch of Jammu and Kashmir.

At the end, I would like to say that there are some countries like Mauritius, Malaysia, Hongkong etc. from where tourists flock to Jammu and Kashmir. All these countries should be provided air connectivity with Jammu and Kashmir and there the status of international airport should be granted to the said airport.

SHRI SHAILENDRA KUMAR (Chail): Mr. Chairman, Sir, I would like to thank you for providing me an opportunity to take part in the discussion, raised by Sh. Kharbela Swain, on bringing about improvement in the infrastructure of all the airports of the country in view of the rise in cargo and air traffic. I would like to draw the attention of the hon. Minister towards Allahabad which has witnessed a number of epoch making events during the freedom struggle, stations noteworthy cultural, historical and administrative spots like Sangam, Anand Bhaven, State high court and other offices of the Center and the State. In its vicinity, is settled the district of Kaushambhi where Mahatma Buddha camped for nine long years. Besides, it is sacred to Jain religion. That is why foreign tourists, traders and lawyers all flock to this place. Magh fair will start on 14th January, which attracts foreigners too, being a religious place for Jainism and Buddhism; people from China, Indonesia, Japan, Tibet and Nepal visit this place.

Before this, many a time we have requested the

[Shri Shailendra Kumar]

hon. Minister that there is an airport of Air force where passengers intensive frisking causes a lot of inconvenience and hardship to the people. When there is VIP movement, people can't welcome the passengers. Here, Sahara Airlines runs a smaller 50-65 seater plane but usually it remains full to the capacity. Previously the Indian Airlines operated a flight from here, but now it has been discontinued. This flight was started with the personal interest and efforts of Shri Amitabh Bachchan. But as soon as he ceased to be the Member of Parliament, all facilities were withdrawn. I, through you, would request the Ministry to set-up private terminal at Banrauli airport, where a huge chunk of land is lying vacant and even had emergency landing airline during the war. It will greatly benefit the local and foreign tourists.

As far as emergency airport is concerned, there is a place named Fafamau, where an office of CRPF has come up. Emergency airport has been constructed there which can be developed as a passenger airport by extending it. Passengers may be benefited by that. This place is important since CATC is also there. As it is heard, CATC is the place, from where the first flight to Allahabad took off. It is heard that Trainee Pilots are being trained there. Therefore this place is of great importance. I demanded continuously and I want that you take this subject seriously in the discussion. Through you, I again request to Hon'ble Minister that since a separate airport cannot be constructed in emergency. The same air force terminal which accommodates Sahara flights be opened for IA flights too as a New Year gift. Allahabad is important in itself. I told you earlier in details, so there is no need to repeat.

With these words, I conclude my speech.

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Chairman, Sir, our colleague Shri Swain has said many things in his speech. When we talk of development of airports keeping in mind the passengers amenities or air cargo then it helps the development of country in some way or other. It is like preparing infrastructure of country's development. We have been talking about bringing improvement in roads and rail services as mediums of transport, but now that old concept does not hold water

that air travel is dream for common man and that it is only for rich people. We need to think beyond that. Hon'ble Shri Swain has put his views candidly that we need an infrastructure if we talk of taking India to new heights. Right now, we have focussed ourselves to only two places, that is Delhi and Mumbai. Hon'ble Minister's statement had a mention of traffic rising to millions and it will continue to grow. At present, Delhi Terminal is working to its full capacity but Mumbai is going to achieve this situation. At this juncture extra parking space is needed. I have read sometime back that many aeroplanes are dumped in hangars in Mumbai. If this is the situation then where will the new aeroplanes be kept. I mean, wherefrom new hangars will be available for them? This has to be considered.

Mr. Chairman, Sir, apart from Delhi and Mumbai, for non-metro cities policies have been framed, but how extra turmac parking will be constructed at these places as these need the facility of extra hangars. Infrastructure for night parking at these places has to be prepared. Such schemes for non-metro cities have been taken up but despite that there is a delay in taking decisions. I had said while speaking on demands for grants of the Ministry of Railways that if delay happens after formation of scheme, it results in ten fold escalation in costs. If you think that Rs. five thousand crore is needed for Delhi-Mumbai scheme and you want to save money from a project and invest it at other airports then how will it be possible if decisions are delayed?

Mr. Chairman, Sir, the government have selected 25 airports for development and have thought of private investors from abroad for commercial development, how will they come unless you assist them with certain facilities for development? When an airport is developed and it gets cargo facilities nearby then the industrial development starts or if industrial development already exists then it gets a boost. Take the case of major places. In Maharashtra, when Mumbai is overloaded, how will you develop that. Unless you develop nearby places like Nagpur, Aurangabad, Kolhapur or some other place like that, why will industrialists want to go there? It is a good thing if they gets facilities. It is the same with every state but what happens? We commit delay in initiating facilities.

Mr. Chairman, Sir, I will not go into details because our colleagues have said many things but I want to speak about Indore. First of all I want to thank hon'ble Minister for introducing airbus to Indore. Cargo facilities have to be considered after introduction of air bus. Indore has potential for a better cargo, it has a capacity for that. Our two industries—Renbaxy and Tata International have air cargo capacity of almost 350 tons per month. We are requesting you to start it. It is a small thing.

Mr. Chairman, Sir, a letter has come from the Chief Commissioner of Customs. He has said that some official of airports should sign a paper bond of Rs. five crore; then comes a condition as to who will pay the salary of staff posted there—these are minor things which can be resolved through discussions. But he is causing delay in providing paper bond. If a cargo starts there today then will it not generate income for you as well? If this cargo takes off there then both the industries will get a medium for exports and will it not create interest in them for development of your airport? Will they not come forward to develop parking stand as land is there and they should contribute on their behalf. But you have to give us some form of facilities. We should not cause delay in taking decisions. A delay in decision-making hinders our development.

Seven thousand five hundred feet air strip is ready in Indore. It should be extended upto ten thousand feet because you have to extend the facilities. It is a minor thing. I am repeatedly talking about Indore just because this one is the only industrially developed city in Madhya Pradesh. If you will not give facilities to that city, cause delay in taking decision then how will it develop. The government have made announcement for land acquisition. Everything has been set in motion but decision is to be taken on your behalf. This decision has to be taken immediately. I would like to give one more suggestion that there should be no high rise building in the radius of 5-10 kms. from these 25 airports which the Government have identified for improvement and wherein it is proposed to provide major facilities such as airbus or air cargo. It is a small thing. But if you do not communicate this decision to the local administration that we are going to do this then it might happen tomorrow that some high rise building may come

in the way and development of our airports may be affected. It can cause accidents or something of that sort. It cannot be done later. It is a small thing, therefore, when you take up the task of development of any airport, formulate plans keeping these things in mind.

I am mentioning these things just as examples, these are small things. Administrative decisions are to be communicated there as well. It is also imperative to oversee its implementation. What is the position of land availability as on date at 25 or 30 airports you are going to develop. This programme should commence from today itself, decisions thereon should be taken today. It will be a good thing if you take quick decisions and implement those decisions.

Second thing which has correctly been said is that we are today thinking of expanding facilities at so many airports and this will lead to more services. But who will run them; whether we are contemplating about expanding the training facilities as well. We need to chalk out programme in this regard too. My request is that whatever is required for further development, and if we expand air cargo then we help the production of the country somewhere; we help the growth of country's industries and development of country. So, the Government should pay attention to air cargo from this point of view. You are paying attention on passengers but you should not delay small decisions. If hon'ble Minister pays attention to all these things then I am confident of the way you are handling administration and taking decisions. I have felt and I am sure that the development works of 25 to 30 airports you are going to undertake will be completed at the earliest, this is what I expect.

*[English]*

MR. CHAIRMAN: I am calling Shri Tathagata Satpathy to speak. He may please conclude within five minutes.

SHRI TATHAGATA SATPATHY (Dhenkanal): Mr. Chairman, thank you much for giving me short time to speak on this issue. I have noticed a very interesting thing. Most of the MPs would have travelled abroad. We have noticed that in the case of all other cities, whether it is Singapore, Hong Kong, New York or

[Shri Tathagata Satpathy]

Washington, the airports are situated near a water body. They are situated near a sea or a big river. But there is always a water body. I, as a flier who still holds a valid PPL, have noticed that this has a particular effect. It has a utility. What happens is that when an aircraft is in distress, when it is nearing landing or taking off or if there is an engine failure, the water body nearby always helps the pilots to make emergency landing. In today's modern aircraft, mostly they have systems where if the aircraft lands in water, most of the passengers would survive. Many a time, if the aircraft falls in water, it can be repaired at a minimal cost. But unfortunately, whether it is the IGI Airport at Delhi or the slum-encircled airport at Mumbai or it is the small airport at Bhubaneswar, we see that there is no water body in these places. Somehow nobody, in the past as well as today, took this simple thing into account. I am unable to understand why none of our planners thought of it what everybody else in every other country could think of. What is the reason?

The issue being discussed today is the 'upgradation of airports'. It is not only the small example of toilets being very dirty or very unhygienic even at our international airports that we are concerned about. We are also concerned about the visible lengthening of landing time in most of our major airports because we do not have the facilities, we do not have the requisite runways. Even our Air Traffic Control is not fully equipped. So, we are unable to grow alongwith demand. It is said that international air passenger traffic in India has grown by 17.41 per cent during the period from April to June 2005. Whereas in the corresponding period, international traffic has grown by 14.5 per cent.

I would like to repeat what Shri Kharabela Swain stated while starting the debate. That is, today the air traffic, especially the passenger traffic, is not exclusively limited to the rich and the wealthy only. I should thank the hon. Minister because he has, very recently, introduced apex fares to Orissa for the first time. As with NIS and many other issues, Orissa has got used to being deprived of and being kept aside. But thanks to the hon. Minister because he has been very kind enough to do this for Orissa. If the growth of air traffic

in India is even 10 per cent annually, in seven years' time it will not grow by 70 per cent. But it will nearly double. When it doubles, do we have the ability and the capability to handle that kind of traffic? We do not have runways. We do not have even simple things like aero bridges, which even the small countries have. If it rains, passengers who get down have to get wet to reach a bus or to walk across to the tarmac building. We lack in very basic infrastructure also which needs immediate attention.

Sir, first of all, with aircraft hanging around for long time before landing, we are using up much fuel which eventually is a drain on the economy of the nation. I remember a news, a few years ago, when a child was killed on an escalator at the IGI Airport. This underlines the need to make airports not only modern but extremely safe for people who do not know how to use modern gadgets. It is because if you go to Indira Gandhi Airport at night when there are many international flights, the kind of passengers leaving India it has to be seen to be believed. They are extremely poor and also rustic. When the Airport is modernized, it has to be kept in mind that we are dealing with the public which is probably not used to Aero-bridges and things like that. But that does not mean that you make them climb staircases and you make them run across the runways to reach the aircraft. You have to keep in mind their safety also which is not being done at the moment.

Sir, there is a need to segregate air traffic like where you have jumbo landings. On the same runways, you have 4-seater and 6-seater aircraft landing. There is no segregation, which eventually is going to clog the traffic even more as more and more aircraft come into play.

Sir, we have the Director General of Civil Aviation. It is the single body which regulates air traffic and safety. It not only certifies air-worthiness of aircraft but also handles the traffic. DGCA needs to have urgently one branch in Kerala, say, Thiruvanthapuram, one in Bhubaneswar, one branch in the hon. Minister's Constituency, or, Mumbai or Pune—wherever he thinks fit—and, of course, one in Delhi. This is necessary because that is the only Authority....(Interruptions) Sir, within two minutes, I will finish. That is only Authority

which will take care of the growing demands of air traffic. As far as I know, they delay everything there. Even after a minor air crash, to get a report out of DGCA, it takes years together. So, they need to have more manpower because with the Open Sky Policy, and the air traffic revolution taking place, matching sustained organisational response and changes need to be immediately taken care of on the ground.

Sir, I would like just to mention that there is a need to have an air regulatory authority on the lines of TRAI. I am a member of IT Committee. We deal with the Department of Telecom. If you remember, the Department of Telecom earlier was not only a regulatory body or a service provider but also the adjudicator for any issue that arose in that sector. But with the opening up of the telecom sector, the Government also saw that with so many players coming into field, it is necessary to have a quasi-independent body as TRAI.

Similarly, I feel that dumping everything on the Airports Authority of India (AAI) is not a correct move. The Government has to have a separate body which will formulate policy and will adjudicate. The Airports Authority of India could be kept exclusively for providing services because they should not be doing everything together.

Sir, the last point is that Mr. Giovanni Bisignani, Director General and CEO of IATA was in India last October. He was reported in the *Financial Express* on 21 October, 2005 as saying that India is facing an emergency situation.

"India is facing an emergency situation. The Government has to act quickly in upgrading its civil aviation facilities immediately."

17.00 hrs.

He has repeated that. I would like to know from the hon. Minister what action has been taken since then. This gentleman Mr. Giovanni Basignani is the Chief of the IATA. He is considered as the head of the International Air Traffic Authority all over the world. His word should be the last word. If India cannot respond to the comments of a man of his stature, it is indeed very sad for the nation.

Now, I make my last two points quickly. First is the growth in air cargo. I would like to mention here that the Bhubaneswar Airport is very strategically located. If you look at the map geographically, you will see that flights coming in from Malaysia, Thailand, Myanmar as also from all other countries, they over-fly Bhubaneswar. So, that Airport needs the hon. Minister's immediate attention. Money has been given for the lengthening and expansion of the runway. Not only the runway but also the tarmac, the night landing facilities, air traffic control and all these have to be modernised.

Coming to the Instrument Landing System, there is a huge difference between yester-years and today. India needs to modernise that at all the airports, especially at the State Capitals which should necessarily and mandatorily be made of international quality. In fact, Bhubaneswar especially needs immediate attention because that has the facility for receiving more air cargo. As we have seen, air cargo is estimated to grow at a compounded annual rate of 6.2 per cent for the next twenty years as against the annual 4.8 per cent growth in passenger traffic in the corresponding period. Therefore, Bhubaneswar is the right target. Of course Thiruvananthapuram—I am sorry I missed out your constituency—is another target. These two places need immediate attention of the hon. Minister.

At the end, I would like to thank you for giving me this opportunity to speak on this subject today.

MD. SALIM (Calcutta-North East): Thank you, Sir. After a long period of much. Of late, talks were held on the matter of modernisation of Delhi and Mumbai airport and the hon. Minister is worried in this regard.

Sir, I want to congratulate the Government for introducing this Bill. We are generally in need of modernizing our airports and this Bill has been introduced to achieve those objectives hence need to be given importance.

Sir, our Railway Budget is passed separately. The hon. Members burn the midnight oil to emphasise upon the Ministry to fulfill the needs of their constituency in regard to railways. Further, there is an urgent need to develop our aviation sector in view of air-traffic movement. But here in our country, there is no provision for separate

[Md. Salim]

Civil Aviation Budget. Hence, this matter is not discussed here in the House but it required to be discussed and it must be discussed. The demand exists but the supply is weak.

Sir, at present, I would not live to touch upon airline, but I will certainly touch upon the airports. First of all, we have not realised the importance of airports nor have tried to realise it even after the years of independence. The Government still treats it nothing else but building; that is why the Airport Authority had not been in existence till the last decade after so many years of independence.

Sir, we treated airport as a wing like CPWD. The CPWD maintains the other buildings; similarly the Government has been treating the airport nothing more than a real estate till a few days ago. In other countries of the world where air-traffic is congested, air-cargo is frequent airports have been considerably modernized and equipped with modern equipments and developed to a great extent. In comparison to those developments nothing has been done in respect of airports in our country.

17.04 hrs.

[SHRI GIRIDHAR GAMANG *in the Chair*]

Sir, we are still making beautiful building (Taj Mahal) in the name of airport. We do nothing but making a beautiful building while the safety measure, other facilities, like signals, landing and take-off of the planes and airspace at the airport should also be taken into consideration and bare minimum facilities must be available there. If passengers get down, there should be sufficient space for them. If cargo-aircrafts arrive and carry goods, there must be required space for them but those things are not available here in our country. If you go down the lane, you will find we are still making big buildings in the name of airports. The buildings of airports which have been made during the last ten years have been made not keeping in view the needs of passengers such as their smooth disposal and exit. These buildings are required to be made consumer friendly and passenger friendly, but this has not been

done. These things are not even brooded over. These buildings are shaped like dome, minaret, a beautiful shape like Tajmahal. It has to be kept in mind that we need air connectivity in view of upcoming small and medium size cities that are growing under the purview of our domestic air-traffic. You will have to be more attentive to the time and price sensitive cargo move of high cost than to the export and import which we are increasing. Particularly the volume of our export and import is not much. When Airport Authority of India came into Civil Aviation, we bifurcated it into National Airport Authority and International Airport Authority. Later on when A.I. came into existence, a law in this regard was formulated and merger happened and corporation was started to be talked about. Keeping in view all these things, it was said why it should be done? Because A.I. may discharge its responsibilities properly in the changing scenario. But today the development in our country has remained lopsided and the civil aviation industry has gone up in respect of airports and dovetailed with the economic development of the entire country. All the airports are not profitable, only a few airports are profitable. It may be possible that you may provide gross subsidies to the profitable movements. But the argument that small airports may be revamped only with the money received following the sale of big airports or handing over them to a joint venture is ferocious and hence we do not accept it. Had there been no integrated development of plan, there would have been dual system and the same is going to happen.

Hence, I feel that the airport infrastructure of the country, particularly of the Mumbai and Delhi airport is undergoing losses. You may witness that the aeroplanes keep on hovering over the airports for thirty or forty minutes before landing which leads to the wastage of costly turbine fuel due to congestion which you would not remove. For the last several years you have been saying all these have to be privatized, so please do not carry out search. If you do not fulfill the requirement at the time when industry is booming, traffic and cargo are growing, the congestion will certainly happen. Why are you defaming others? Our development is lopsided. Whatever you plan in civil aviation ranging from DGCA to bi-lateral plan or air traffic plan is required to be planned properly. You are biased as you are compelling

the persons to come to Delhi who intend to go to Jaipur instead of converting Jaipur Airport into an international airport. You will compel the person, who are to visit Agra to stay overnight in a hotel in Delhi and then originate their journey further. Compulsion of the persons to go to their intended place via Delhi leads to the congestion of Delhi airport and if you want to control the congestion you will have to convert the neighbouring airports unto international airports. Why do you compel the persons to go somewhere else who intends to go Darjiling, North-East, Sikkim or the region adjacent to Nepal, if you could not convert Bagdogra airport into an international airport. We have placed like Andaman and Portblair but you will not convert them into international airports. Tourism has witnessed tremendous growth but you will say to them to come to main land first, we will search them, let us carry out custom check up and provide immigration and thereafter they will go to Andaman—why should such things be done, this is nothing but harassment. You are talking about North-East, if you have to cross South East Asia traffic, you will choose the nearest traffic. I talk about Bhubaneswar, the Members of Orissa have gone out of the House. If you consider area distance, there are a number of stations on South East Asia wherefrom Bhubaneswar is very near but you are making such arrangements that they will have to come first Bangalore, Chennai, Mumbai—why are you doing so? Ours is a vast country. It is not Mumbai-centric or Delhi-centric. There is a great advantage to the civil aviation in our country. If you have to come from East, you will have to come from hub to east and if from west, you will have to make hub in the west. Thereafter guaranteed connectivity will have to be provided only then there will be proper dispersal and then they will be able to move to everywhere and thus the congestion may be removed. If he thinks that to hold the air traffic at Mumbai and Delhi like a repository will be wise then I would like to submit that this is neither helping the growth of the Airport nor helping the making of standardized airport and is also not leaving a good impression upon our economy.

I would like to submit to the hon'ble Minister that if he goes through the Business Today newspaper of today he will find that how the first bidding process that started in the year January, 2000 was manipulated. It

is not going into proper direction. If they want to construct a world class airport then the first condition they must put is that the tender will not be given until we do not get consultants from world's top ten ranking airports as our strategic partners because airports are to be built to meet the requirement for 50 years. There is one more thing that if we see the airport buildings we find that all our buildings are getting structured. Airports around the world are being constructed with steel and other local resources which are available. Steel structures are being built because today there is a requirement but tomorrow there may not be so. In Delhi we have this problem that if we make civil construction then we keep on making alterations in them. The biggest grievance is with the Airport Authority of India and Civil Aviation Ministry that construction at the airports continues throughout the year and tenders are also invited round the year but the work never gets completed. Therefore, if passenger services are going to be disrupted continuously then mere saying that inconvenience is regretted, is not going to help.

I hail from Kolkata. The domestic terminal was well constructed in Kolkata but it was not constructed with planning for 20 to 40 years rather it was made to cater immediate requirements. It is not only in civil Aviation that we make infrastructure first, infact it is so in all the matters. First of all we face the problem for 10-15 years, then assess the problem and try to find a solution for the same. It takes 4-5 years for implementation which results into back log and in the meanwhile we have another problems. If the government is planning for airport then it must plan for the coming 50 years. They will be able to do this only when they will get some experience from the world class airports, I am again repeating that as per the survey of Skytrack Airport of the year six airports out of the world's seven top ranking airports are situated in Asia. They must make Greenfield Airports. Airports like the ones in Shanghai, and Puddle should be constructed in Delhi and Mumbai also.

They must leave the airports in the hands of Airport Authority to India. As they do not have much experience so they should not interfere into this. It is fine if they make it bilateral and introduce flights but since only Airport Authority of India had monopoly in this and it also has the required expertise. Some have experience

[Md. Salim]

of constructing showrooms and some of constructing petrol pumps but no one has the experience of making airports. Therefore, only those who have the experience should be allowed to work. They talk about how funds will be generated, as he was himself saying today that growth is taking place in civil aviation and since demand for airports is increasing, investable funds will also flow in. But they will have to do it in a credible manner and make projects with banks. In Calicut we have seen as to how the airport has been constructed and participation has taken place. There has been public participation, state Governments participation, Airport Authority's participation and NRI's participation. NRIs are willing to invest their money over here but we will have to adopt a way through which we are able to show that we want actual development and to build infrastructure and the entire work is in transparent manner and that we are going to make world class Airports. We will have to pay some attention towards our agencies which are assisting us and towards the technocrats and professionals who are well aware of the work. I understand that it would not be appropriate to appoint someone directly at the higher level. But this is the way it happens. We are having best managers, best professionals and best technocrats. We also have the best organization but if they stop their interference, then I believe we can make not only one or two but 20-30 world class airports in our country, we can at least make them equivalent to the Asian standards.

**SHRI CHANDRAKANT KHAIRE** (Aurangabad, Maharashtra): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to express my views on the discussion initiated by Shri Kharebela Swain under rule 193.

Through you I would like to submit that there is a famous tourist place called Ajanta Ellora in Marathwada region of Maharashtra and there are Chikalathana Airport and Sambhajinagar Airport situated nearby. Hon'ble Minister hails from Maharashtra only and therefore he is aware of the entire situation. I discussed this issue with him and has accepted this also but I would like to bring it to the record of Parliament, otherwise it would remain another promise like they say in Marathi. Hon'ble

Minister is a very dynamic person and he has recently introduced an aircraft service from Pune to Dubai, he has also awarded Pune airport the status of an international airport. I would like to thank him for all this. He is doing the same for Nagpur also. Talks are being held for expansion of the Mumbai airport. There is a huge crowd at Mumbai airport. When we go for security check it seems like we are sitting at some bus stand. I would request him to make a proper place for sitting during the security check.

Sir, now I would like to say something about the Chikalathana Airport that falls under my constituency. My constituency Sambhajinagar and Aurangabad are tourist places. The airport over there is very small. Under the Ajanta Ellora planning it was due to receive some aid from the Government of Japan under JBIC, the work on this is very slow. Funds have been approved for this but so far nothing has been done over there. Rs. 60 Crore were given by JBIC and Rs. 13 crores by the Airport Authority. It was decided to upgrade the airport under this. I had spoken to all the former Ministers. It was also decided that the foundation would be laid by hon'ble Shri Atal Bihari Vajpayeeji. Shri Jagmohanji had granted approval to this but nothing happened beyond that. Through you I would like to submit and I hope that the hon'ble Minister who hails from Maharashtra will lay its foundation.

I would like to say that the length of the runway of Chikalathana Airport should be increased from 7500 feet to 9000 feet so that big aircraft can land there. At present only small aircraft and airbus are landing there. No big aircraft is landing there. During the meeting with CMD and ED of Airport Authority of India it was revealed that four airbus would be parked at same place. I would like to say that this airport should match the standard of Singapore airport because the people from Singapore would fly directly to this airport to visit Ajanta-Ellora. The Government of Japan had provided these funds to the countries having Buddhist pilgrim centres and tourist spots so that their aircraft could land at those places directly and they do not have to face any inconvenience and would be able to take flights from same places. Mini International Airports are going to be developed in all the Buddhist countries and rightly so. My demand is that such airports should be developed in our country also at

the earliest. If we need expansion there, we must acquire the land of surrounding areas. Recently, I had talked to the Divisional Commissioner regarding acquisition of land of surrounding areas for construction of the airport. He told me that besides acquiring nearby land we will also facilitate the acquisition of MCD land. I would like to tell the hon'ble Minister that the industrialists such as Videocon Group, Bajaj, Garwara, Skoda, Reliance, Raymonds etc. have their own aircraft. Sometimes when they do not get space to land their aircraft in Mumbai, they have to land at Pune. Through you, I would like to request the hon'ble Minister that necessary arrangements should be made to enable landing of these aircraft. A separate taxi-way should be provided for them. Separate arrival and departure way should also be provided there. A large number of VIPs also visit our country. ...*(Interruptions)* Please allow me to speak for some more time as I have been making efforts for the upgradation of airport of my constituency since long.

MR. CHAIRMAN: Eleven more members have to speak. Please conclude your speech.

SHRI CHANDRAKANT KHAIRE: I will conclude my speech within five-six minutes.

Aurangabad is the capital of Marathwada. There is usually heavy rush at the airport. When Bala Sahebji visited Aurangabad, there was heavy rush. Similarly when Sharadji, Uddavji and Soniaji visited Aurangabad, even then also, there was heavy rush. I meant to say that a separate route should be developed for VIPs so that they may not have to face any problem.

Recently a controversy had arisen at Lucknow airport regarding "Dharmadanda" of Jagatguru Narendra Charya Maharaj. He was not allowed to carry his 'Dharmadanda'. I went through the old GR in which it was mentioned that Jagatguru can carry his "Dharmadanda". I demand that he may be given permission to carry his "Dharmadanda".

Nagpur produces oranges in abundance. Cargo service is in operation there. "Kesar Amba". Banana and Grapes produced in Marathwada region are of such a good quality that they can be exported. Pumpkin, citrus fruit and vegetables are also grown here in abundance. I urge that a weekly cargo service should be operated

from there. Even the tourists have pressed for this demand. King Fisher, Jet, Sahara or Indian Airlines service should be started at the earliest upto Delhi, Jaipur, Udaipur, Aurangabad, Mumbai and Goa. Earlier IC-491 and IC-492 of the Indian Airlines were operating there. Since IC-887 and IC-888 is very important from the tourists point of view, therefore, its service should continue. When you visit that place in January for laying the foundation stone I request you to simultaneously declare the above services open.

The Chairman of the Airport Advisory Committee is a Member of Parliament. That Committee should be formed.

Nagpur Airport has been named as Dr. Ambedkar Airport. During the tenure of Shri Ananth Kumar and Pramodji, Mumbai Airport was named as Chhatrapati Shivaji Airport. I wrote a letter to the then Minister of State, Shri Ram Naik and Shri Hussain and they conceded. Even the Municipal Corporation had given approval for this. Once, I had told you also about this. I would like to demand that Chikalthana Airport should be named as Raje Sambhaji Bhonsle Airport. I hope that the hon'ble Minister will accept this demand. Inauguration of Raje Sambhaji Bhonsle airport may be done by anybody but my request is that it should be done at the earliest.

I thank you for giving me an opportunity to speak.

*[English]*

SHRI ARUNA KUMAR VUNDAVALLI (Rajahmundry): Mr. Chairman, Sir, before I start, I would like to know whether I can speak in Telugu.

*[Translation]*

MR. CHAIRMAN: Had you given the note, we would have made arrangements.

*[English]*

SHRI ARUNA KUMAR VUNDAVALLI: There is no translator. What is to be done? That is why I have asked the Chairman in Telugu....*(Interruptions)*

*[Translation]*

I have given the note. The Interpreter who used

[Shri Aruna Kumar Vundavalli]

to translate retired in May. After that interview was held but no appointment has been made. Andhra Pradesh is a large state. ...*(Interruptions)*

[English]

SHRI P. KARUNAKARAN (Kasargod): That is true in case of Malayalam also. There is no interpreter of Malayalam. They should appoint more interpreters.

SHRI A. KRISHNASWAMY (Sriperumbudur): One more Interpreter is required....*(Interruptions)*

[Translation]

MR. CHAIRMAN: You may speak The Hon'ble Speaker will see to it.

...*(Interruptions)*

SHRI ARUNA KUMAR VUNDAVALLI: Mr. Chairman, Sir, I belong to Rajahmundry where the river Godavari is situated. I have heard that airports of Mumbai, Pune and Nagpur are being upgraded. I come from banks of Godavari which flows from Maharashtra to Andhra Pradesh. I came from an area where river Godavari is situated, therefore, I request the hon'ble Minister to upgrade the Rajahmundry Airport as—

[English]

The importance of Rajahmundry is growing like anything because of the ONGC wells. We are finding very big reserves of natural gas and petroleum. Recently, people from Gujarat have found petroleum reserves. The Reliance company has found petroleum reserve. The ONGC has found petroleum reserve. The first question that all the industrialists, when they want to go there, ask is whether there is air connectivity or not. Unfortunately, in spite of having an airport there, somehow for the last 18 years after the Vayudoot was suspended, there has been no air connectivity. We have already brought this to the notice of the hon. Minister. He has promised us that from December, perhaps, they are going to provide air connectivity or fly aircraft to Rajahmundry and also to Cuddapah which is equally an important district in Andhra Pradesh.

Using this opportunity.

[Translation]

Finally I would like to urge the hon'ble Minister that my constituency may also be considered as a part of Maharashtra and its airport should also be improved.

[English]

SHRI PRABODH PANDA (Midnapore): Sir, I must thank you as this subject is already admitted for discussion. On the other day, during Calling Attention the Minister had kindly replied to so many aspects. I am not going to repeat all those things.

Sir, what is our expectation? The expectation of our country is that our airports should achieve world standards or Asian standards. But so far as the performance is concerned, it is not adequate. On the other day I was inspired when the hon. Minister in course of his reply had told that his Ministry was contemplating to launch airports in most of the important districts and towns. This is very good. But the present infrastructure is insufficient, which is admitted from all corners.

When, I am coming to, particularly West Bengal, the Minister is aware of the fact that the Kolkata Airport is not sufficient. A second terminal is required. But the problem is with the place. I do not know whether any such place has been found for launching the second terminal in Kolkata. In that case, he may choose the other place which is nearer to Kolkata for having a second terminal, particularly for cargo traffic. So, I take this opportunity, liberty to bring this point to his notice.

Kalaikunda is very much known to all of you, especially to the hon. Minister. It is the strongest air base of the Defence. It is a very good airport. I had written to the Defence Minister about this. In his reply, he had mentioned that the proposal was not negatived. He had sought a firm proposal for that. He requested me to have consultation with the Civil Aviation Department. Kalaikunda is located in the heart of the agricultural area. That can be used for agricultural cargo traffic operations.

Then, on the other day, the hon. Minister replied before us that small planes could be used for connecting the different districts of the country.

So, civil airport and the civil aircraft can be used in that area also. I must thank him for this. I am thankful to the hon. Minister that a new airport is going to be launched in Cooch Bihar and the work is in progress. But our suggestion from West Bengal is that another airport in the district of Maldah can be launched and the work would be done there.

My point is about the concrete proposal about which the Minister has stated on another day. This is about the new airports. He has stated that he is contemplating for launching several airports in important towns and districts all over the country. My another question is very much pertinent to the modernization of the airports. Many things have been discussed on the other day about this. This is very much relevant today. This is about the policy of privatization. We are not against the privatization in all respects. But are you going to privatize the milking cow? Or are you going to save the milking cow even if it is partially? Other than the four metro airports—Kolkata, Delhi, Chennai and Mumbai—there are so many small airports. Their development in all respects is very much needed. If you want to do something even if it is partly privatization, think over it. You please think over these airports which are outside these metro airports. It will be helpful for us. Again, I am drawing the attention of the hon. Minister to the Kalaikunda. Nearly two national highways are there. Golden quadrilateral is there. Not far from this place, Haldia Port is there. Some industrial units are also coming up there. IIT is there. So, he can use this Kalaikunda airport for passengers and cargo. I hope that the hon. Minister will think over it and will kindly satisfy us. You also tell us about the other airports that you are contemplating to launch. With these words, I thank you very much.

SHRI A. KRISHNASWAMY: Sir, it is a very important discussion. I would like to say that although I did not want to speak on this important subject before and I had not prepared anything for this yet after hearing so many speakers, I just want to remind the hon. Minister about my State, particularly Chennai. Hon. Minister is a dynamic Minister. Under his leadership, our airports are growing very fast. I want to cite one incident. At international airport in Chennai, there was one scanning machine that was 20 years old. For the last

20 years, that was the only scanning machine there. Once our IT Minister while going to foreign country, noticed about this and complained to the officials. And he immediately informed this telephonically to the hon. Minister. Within 10 days, another scanning machine was placed there. That is why, everybody is praising our hon. Minister. I thank him for this. When you go to the four Metros—Chennai, Mumbai, Delhi and Kolkata—big airports are there. But when you go to airports other than these Metro airports, infrastructure is very less there. When you go to Myanmar or Singapore and compare our airports with theirs, automatically we feel the difference that our airports are not good like in foreign countries. But under the leadership of hon. Minister, development of Mumbai and Delhi airports has started with the private participation.

I agree with that and I am thankful that it would be handled by the Airports Authority of India. Wherever the work of modernisation of airports is privatised, the Airports Authority of India should have a share of more than 51 per cent; then only hon. Members of Parliament and our citizens would feel that these are our own airports. So, it is in the national interest.

We are privatising in many sectors and foreign direct investments are coming into India, with companies like Hyundai, Saint-Gobain and others making huge investments here. But we feel that our labourers do not get that much privileges as they would get in domestic funded companies.

In Chennai airport, during the recent four or five spells of rains, aircraft were unable to take off on time. The entire airport was flooded. It was not only the runway that was affected but the floods also entered into the airport building. Even the VIP lounge was flooded. In such a big metro, there is no facility to drain the water. So, everywhere, it was flooded for two days. The VIP lounge was not cleared even today.

There is one more lounge which has been under renovation for the past one-and-a-half years. I want to remind the hon. Minister about this renovation work because there is no place for VIPs to sit in the airport. Normally, the VIP lounges in airports are very neat and clean. So, I request the hon. Minister that the VIP lounge which has been flooded should be cleared for occupancy

[Shri A. Krishnaswamy]

soon and also that the renovation of the other lounge should be completed expeditiously.

Now, they are expanding the infrastructure at airports but the construction is very slow. They have put up tiles in the airports which are slippery. When we walk on them, we would fall down. I do not know why they are putting up such type of tiles. I do not know how our engineers and architects selected such tiles at the cost of crores of rupees.

There is also need for other infrastructure like accommodation or room availability. For transit passengers, there is no availability of adequate number of rooms. The number of rooms available is minimal. When businessmen or politicians come from places like Madurai or Tiruchirappalli to Chennai and if they need to stay overnight, they do not get rooms in the airport. It is very difficult for them to go out and stay in star hotels in big cities like Chennai and Mumbai. So, this aspect should be taken care of.

Several hon. Members spoke about aerobridges. In foreign countries, we get to see a number of aerobridges. We get to see about 45 to 50 of them in their terminals. While passing through aerobridges, we get a happy feeling. In our country, we have only four or five aerobridges. While flying private airlines, we are deprived of using even these few aerobridges. There are provided only for passengers flying public airlines. When we fly private airlines, they take us in buses and the condition of the buses is not good.

I have another humble submission to the hon. Minister. When I met him with my Leader, Thiru C. Kuppusami, we had given him a memorandum regarding prepaid taxis in Chennai. It is not only infrastructure that has to be developed; but we also have to develop 'extra structure'. The prepaid taxi service in Delhi is very good. So, we have requested to have a prepaid taxi service in Chennai as well. Till date, the hon. Minister has not taken any steps in this regard. So, I am taking this opportunity to remind him of the need for a prepaid taxi service in Chennai.

In Chennai, there is a proposal to expand the airport. I would like to know when the expansion would be

completed. I represent the Sriperumbudur Parliamentary constituency. In Sriperumbudur, companies like Nokia have set up their factories. If the hon. Minister cannot get land in Chennai, we could have an international airport at Sriperumbudur which is near Chennai. There is plenty of land available in Sriperumbudur. The State Government has to acquire land in Chennai and hand it over to the Central Government. There is some delay in this process, I understand, because people who own land are approaching Courts and pleading not to take over their land. So, if there is a delay in acquiring land in Chennai for expansion of the international airport, there is enough land in Sriperumbudur. It is a well known place our late Prime Minister Rajiv Gandhi was assassinated. The hon. Minister could select a site in Sriperumbudur.

Since I have already said about Chennai, I would like to bring to your notice that Madurai, Trichy and Coimbatore are second rung cities of Tamil Nadu. These places should also be taken into consideration for development of airports. Madurai is the temple city; Coimbatore is the business city; and Trichy is in the Centre of Tamil Nadu. You have to promote those cities and if you develop the infrastructure at airports there, it will be very good.

At Tuticorin, Sethusamudram Project has been implemented by the Government of India now. There was an airport ten years before. Now, there is no airport. If you construct a new airport at Tuticorin, it will be very viable as Tuticorin port is already there and Sethusamudram has also been taken up there.

I would request the hon. Minister to look into all these things. I hope that when he replies to the debate, he will give some favourable answer.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil):  
Sir, I rise to point out the deplorable condition of Thiruvananthapuram international airport. Nearly about two decades ago, when Shri V.P. Singh was the Prime Minister, he was kind enough to declare Trivandrum airport as international airport. At that time, there were only four international airports in the four metropolitan cities of India. Trivandrum airport was the fifth international airport declared by the Government of India. Now, its condition is deplorable.

The airport is situated in a location highly suitable for an international airport. British Airways and other Airways going to the Far East fly over Trivandrum. If there is fuelling facility, we can earn foreign exchange of any amount, but no such facility is there. A large number of flights to the Far East are flying over Trivandrum, but our airport is not enabled to provide them fuelling facility. That is the condition of Thiruvananthapuram airport.

I personally met the Minister because there was a declaration by the Government of India that a second international airport would be inaugurated soon. I had gone to him to invite him for the inaugural ceremony of the second international terminal. Nothing was done, in spite of our repeated requests, repeated prayers and repeated kneeling down, not by this gentleman, but by the previous Minister...*(Interruptions)* I have good relations with him. They were giving deaf ear to our requests for improvement of Thiruvananthapuram international airport. It is the international airport which is really in need. There is no infrastructure developed so far. Only a few things have been done.

There is no flight in the night. Even when I asked for a direct morning flight to Trivandrum, he has replied that it is not feasible, on the basis of a report. That is the situation.

MR. CHAIRMAN: What about Calicut?

SHRI VARKALA RADHAKRISHNAN: He has given me a reply telling his inability to introduce a flight to Trivandrum.

Sir, I must tell you that this is most earning airport in India. Thousands of people fly over to the Middle East—Dubai, Abu Dhabi, Sharjah and Doha—from this airport everyday, but there is no facility at Trivandrum airport. I am very much worried that no infrastructure has been developed and nothing has been done there, but the airport is there. Now due to private companies coming into the field, most of the flights have been shifted to Kochi or some other places.

The number of flights from Thiruvananthapuram has also been considerably reduced for no fault of ours. It is due to the inaction, and negligence on the part of the Central Government in developing the international airport.

I must also mention about the Hyderabad and Bangalore airports...*(Interruptions)*

SHRI C.K. CHANDRAPPAN (Trichur): Will you speak about Cannanore also?

SHRI VARKALA RADHAKRISHNAN: The international airports at Bangalore and Hyderabad have developed to international standards, but no improvement is there for the so-called fifth international airport. Nothing has been done for it, but earnings are there from it. There is no improvement in the airport for the poor Kerala workers, who fly everyday to the Gulf countries thousands in number. It is neglected, and there is nobody to look after it.

On the other hand, recently, they have promised the aircraft maintenance facility, but it has also not taken place. I will not say much about it because I am very ashamed to mention about the aero-bridge.

The buses are also not provided to the passengers. There is not sufficient number of busses available for passengers at the airport where they land. I do not know what has happened in this case. What is the reason for this colossal arrangement or neglect—if I may put it like this—towards the Thiruvananthapuram airport?

I think that the hon. Minister will, at least, do something to improve the situation here. We are coming here as MPs like you do, but you do not care about our grievances. I would like to mention that you are not concerned about the flights for ordinary people also.

SHRI PRAFUL PATEL: I am sure that you would not have to worry about it after you listen to the answer given by me.

SHRI VARKALA RADHAKRISHNAN: Now, many things have been sanctioned, but not implemented; many improvements have been sanctioned, but not implemented. My friend from Tamil Nadu was talking about higher facilities at the airport, but I cannot even dream about it. 'Transit passengers' is a facility that I cannot even dream about.

The airport is located in a geographical place, which is ideal for landing and taking off purposes. This airport is very conveniently located as it is in the

[Shri Varkala Radhakrishnan]

Southernmost part of India near the sea, and it is very easy for take off and landing purposes. So, it is one of the best airports that could be developed into international airport standard considering its location also, but these people do not care. Perhaps, the reason is that it is located in the small State of Kerala. Therefore, it is not taken care sufficiently. This is the position with regard to this airport...*(Interruptions)*

SHRIMATI P. SATHEEDEVI (Badagara): It has poor infrastructure.

SHRI VARKALA RADHAKRISHNAN: It is not a case of poor infrastructure, but I would like to say that—if I could say—there is no infrastructure in the airport. I would not use the word 'infrastructure' as there is no structure. If there is structure, then only the issue of infrastructure will come. In the Thiruvananthapuram airport there is no structure. It is more or less—if I may put it—like a boat jetty or something like it. This is the position with regard to the Thiruvananthapuram airport.

Now, not only that...*(Interruptions)*

MR. CHAIRMAN: Please conclude your speech.

SHRI VARKALA RADHAKRISHNAN: I must mention about the Kozhikode airport also. ...*(Interruptions)* It is also neglected. Fortunately, a registered company and a co-operative company has come forward for participation with the Kerala Government, and the Cochin airport is developing...*(Interruptions)* It is not developing as a Government business, but as a private sector enterprise, but there is nobody to take care of the Thiruvananthapuram airport, and the Kozhikode airport. This is happening even as hundreds of people are flying to the Middle-East from these two airports, namely, Thiruvananthapuram and Kozhikode airport.

As regards the charges levied, I need not say much because they charge airfare equivalent to the flight to proceed to New York...*(Interruptions)*

MR. CHAIRMAN: Thank you, There are 10 more hon. Members, who have to speak on this issue. Therefore, please conclude.

SHRI VARKALA RADHAKRISHNAN: Such exorbitant amount is being levied or collected from these poor employees for a flight from Thiruvananthapuram to Dubai.

It is only killing the poor employees, and no facility has been provided there. That is the situation. In your reply, please give me the details. I will have to tell the people that we have a very good Civil Aviation Minister, who is kind enough to consider the needs of Kerala, especially Trivandrum and Kozhikode.

MR. CHAIRMAN: Please conclude now because I have a list of ten speakers and the time of all the parties is over.

SHRI VARKALA RADHAKRISHNAN: I have to mention one more thing.

MR. CHAIRMAN: I cannot give you any more time because I have a list of ten speakers and the time of all parties is over. If the House agrees, can I call the hon. Minister to give his reply or else will the hon. Members complete their speeches within two minutes time? Whatever you like, you can decide.

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, kindly allow us to speak for at least two minutes because no body from my Party has spoken on this very important subject.

MR. CHAIRMAN: I will call the hon. Members, but since there are ten Members who want to speak on this subject, each one of them will have to complete his speech in two minutes time. Otherwise, the House will have to agree for an extension.

SHRI KHARABELA SWAIN: Sir, it is a very important subject and it was decided that we would discuss this whole day.

MR. CHAIRMAN: The hon. Members can take two minutes each and complete their speeches.

SHRI KHARABELA SWAIN: Sir, everybody should be allowed to speak at least for five minutes. It is a very important subject and you should allow everybody to speak.

[Translation]

SHRI SHRIPAD YESSO NAIK (Panaji): Sir, I thank you for giving me an opportunity to participate in the discussion initiated by Shri Kharabela Swain under Rule 193. Sir, during the last ten years, the number of air passengers has increased manifold due to which the number of aircraft have also increased. Earlier, there were only one or two airlines besides Indian Airlines but today besides Indian Airlines many other airlines like Jet Airways, Sahara Airways, Deccan Airways, Spy Airways, King Fisher etc. are operating and they have more flights. Air India and other international aviation companies are expanding their network in such a way that our infrastructure is not sufficient to cater for them. There is lack of facilities here so there is a need to enhance, modernize and upgrade the infrastructure.

I would like to thank the hon'ble Minister as the work of expansion of infrastructure of major airports like Mumbai and Delhi has been started. I feel that this work should be completed at the earliest. There is no aerobridge at many terminals. There is an urgent need of aerobridge in Mumbai and Delhi as thousands of Non-Resident Indians use it. Whether it is a private terminal or of Indian Airlines or of other airlines, aerobridge is needed at all terminals. Hence, I request the hon'ble Minister to get aerobridges constructed at all these places. As there are many airlines today, all are aware of our problems. Atleast two runways are required for Delhi and Mumbai. There should be two runways at both the airports, however, one runway is non-functional. Prior to me, many speakers have said that the plane takes about half-an-hour to land owing to rush and congestion. I cannot imagine as to how much petrol get wasted due to this. Recently, the hon'ble Minister had given a reply stating that the pilots are not able to land planes due to fog and CAT-3B training is not sufficient for pilots. The Hon'ble Minister had said that it cost atleast Rs. 25 lakhs to impart training to pilots. I would like to say that the cost of fuel, which get wasted due to non-landing of plane, is more than the cost of training. If we try to find a way out we will find that there is a need to train more pilots. Such airports are located in many states. People will get facility of air services if plane services are introduced in smaller states. I would also

like to mention about Belgaon, Hoobly, Kolhapur. Just now my colleague has mentioned about Allahabad and submitted that there are many such airports in north eastern region. If proper connectivity of smaller planes is provided in these areas at larger airports I feel that it will provided facilities to migrants and their number will further increase.

Regarding airlines, one honourable Member has also submitted that foreign pilots have been employed in place of pilots of Indian airlines airways. Attention should be paid on such move as it incurs extras expenditure. There is one more problem that has surfaced in Goa and hon. Minister also know about it. This problem is there for many years. The airport located in Goa is an international airport. However, the facilities that should have been available in international airports are not available there. When I got opportunities to work as MOS in the Ministry of Civil Aviation I had tried to further enhance infrastructure and the extension of the building was also taken up. Hundred chartered flights come over there in a month and the foreign tourists of Europe and other countries coming here are forced to stay in the sun for their immigration clearance. So, construction of a terminal building on the airport was proposed. That airport comes under the control of Navy. Two years have also lapsed since it was applied for NOC, however, it is known, whether NOC is given or not. Flights are ready to come, however we are not in position to receive them.

Alongwith that a new airport has also been proposed and a vacant place for the proposed airport is available in Mopa village of Goa North.

17.57 hrs.

[SHRI VARKALA RADHA KRISHNAN *in the Chair*]

The proposal for the said airport has been prepared and its techno feasibility reports have also been received and which is positive as well. So, the State Government may start work for the airport through any company by way of bidding. Goa is a world tourist destination. Lakhs of tourists visit here from outside. That provides jobs, employments to local people of the state. I would like to request the Government that this airport

[Shri Shripad Yesso Naik]

should be constructed there at the earliest because it will not only cater to Goa but also Siddhu Durg district of the state. So, work for Mopua airport should be started as soon as possible.

[English]

MR. CHAIRMAN: Kunwar Manvendra Singh, please put forward your views within two minutes. The approved list of speakers is already exhausted. We have a lot of additional hon. Members who want to take part in the debate.

SHRI PRAFUL PATEL: Sir, since this subject has come after a long time, I have no problem if it takes more time to complete the discussion.

MR. CHARMAN: I agree to that because you are liberal. The hon. Member may please conclude early so that others may get a chance to speak.

[Translation]

KUNWAR MANVENDRA SINGH (Mathura): I am very much thankful to you that you gave me opportunity to participate in the discussion on "the need to improve the infrastructure at airports in view of increasing passenger and cargo traffic" being raised by Shri Swain and Shri Basu Deo Acharia under rule 193. First of all, I would like to express my thanks to hon'ble Minister and the Government. The improvement in traffic facility at airport after he became a Minister is commendable. Hon. Minister deserves congratulation for these.

18.00 hrs.

Mr. Chairman, Sir, I was a Member of Consultative Committee on Civil Aviation and the then Prime Minister, late Shri Rajiv Gandhi was its Chairman. First flight of Indian airlines from Calcutta to Bangkok and Singapore was introduced. I was also a member of that Committee. I was surprised to see that airport some twenty years back from now. There were so many facility available at airport and air-conditioned buses were available for passengers from airport strip to terminal building. Sanitation, hospitality and catering facility and waiting facility available at the airport were worth remembering. It is still fresh in my memory

when I was there at that airport. When I was at our airport buckets were put a various places....(Interruptions)

18.02 hrs

[MR. SPEAKER *in the Chair*]

[English]

MR. SPEAKER: Can take your seat?

KUNWAR MANVENDRA SINGH: Yes, Sir.

18.02 hrs.

#### ANNOUNCEMENT BY THE SPEAKER

##### Constitution of inquiry committee to probe into alleged improper conduct of some members in implementation of MPLAD Scheme

[English]

MR. SPEAKER: Hon. Members, as you are aware in the morning, I expressed my concern about a news-item on Star News telecast yesterday relating to five Members of the House, namely, Shri Alemao Churchill, Shri Faggan Singh Kulaste, Shri Ramswaroop Koli, Shri Paras Nath Yadav and Shri Chandra Pratap Singh, allegedly indulging in improper conduct in the matter of implementation of MPLAD Scheme. I discussed the matter with the leaders of different political parties in Lok Sabha today, and decided to constitute an inquiry to probe the matter. I have requested the Members concerned not to attend the Session of the House until the matter is looked into and a decision is taken.

The statements/explanations given by the Members, which may be submitted on or before 2-1-2006, will be placed before the Inquiry Committee consisting of the following hon. Members, Shri Pawan Kumar Bansa! Chairman, Prof. Vijay Kumar Malhotra, Mohd. Salim, Prof. Ram Gopal Yadav, Shri C. Kuppasami, Shri Prasanna Acharya, and Shri Devendra Prasad Yadav.

The Committee is requested to give its report to the

Speaker by 31st January, 2006. The Committee is authorised to follow its own procedure and a report will be presented before the House for its consideration.

...(Interruptions)

18.04 hrs.

#### DISCUSSION UNDER RULE 193

##### **Need to improve infrastructure at airports in view of increase in passenger and cargo traffic—contd.**

[English]

MR. SPEAKER: Let this discussion be over. I believe, not many Members are left. You wanted this important discussion.

...(Interruptions)

18.04½ hrs.

(SHRI VARKALA RADHAKRISHNAN *in the Chair*)

MR. CHAIRMAN: I leave it to the House—either we take 'Zero Hour' or we should continue with the discussion.

...(Interruptions)

MR. CHAIRMAN: We should complete this discussion.

Hon. Members, if you are kind enough to be precise and brief, I think, I shall manage. If you make lengthy speeches, it will not be possible. All the Members, who are participating, are requested to speak to the point and be brief and complete the speech within two minutes. Only then, I assure you that all the items will be taken up.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): I want to make a point, If the hon. Members speak about their local issues—because on a wider level, most issues have been raised by various Members—and if they restrict to the local issues or their own interest in a particular airport on region, then it will be easy for the Members to complete and easier for me to respond.

MR. CHAIRMAN: Now, if you confine your remarks to the point about the needs of the local airports with one or two suggestions, we can complete this discussion.

I have to make one more announcement. The time allotted for the discussion is over. Is it the pleasure of the House to extend the time for this discussion?

SOME HON. MEMBERS: Yes.

[Translation]

KUNWAR MANVENDRA SINGH: I was saying that buckets were there at airport. I enquired....(Interruptions)

[English]

MR. CHAIRMAN: After this discussion is over, I will take up Special Mentions....(Interruptions)

MR. CHAIRMAN: Please be precise and only to the point. Shri Manvendra Singh to continue.

[Translation]

KUNWAR MANVENDRA SINGH: When I enquired about it I was informed that there were leakage in the roof of airport and water dripped down the ceiling. Once again I got opportunity to visit Taiwan and Bangkok. There has been a sea change in Bangkok airport during these last twenty years. I do not need to submit further in this regard as hon. Minister is well aware of these things. However, if one looks into the condition of airports of our country in these twenty years whether it is Delhi, Mumbai, Chennai or Bangalore we are far behind them in terms of facilities available at airports. So, today the need of the hour is to enhance facilities at our airport. Passengers, from all over the country visit here. The condition of our domestic airports is very bad. So, today the need of the hour is to enhance the facilities being provided at airports. The lounge should be more comfortable and proper attention should be given to sanitation as the toilets remain very dirty and there are so many problems related to parking. As has been submitted by the hon'ble Member that the plan have to keep hovering above airport for half an hour before landing, then it gets clearance.

[Kunwar Manvendra Singh]

Mr. Chairman, Sir, I have been listening for a long time that four major airports namely Delhi, Chennai, Mumbai and Bangalore are going to be made national airports. I would like to request the hon'ble Minister that modern facilities should be provided at airports by way of floating global tender.

[English]

MR. CHAIRMAN: Please conclude.

[Translation]

KUNWAR MANVENDRA SINGH: There is paucity of time. I would like to submit to the hon'ble Minister that Mathura is the birth place of Radha-Krishna. Every year three to four crore domestic and foreign tourists visit here. Agra, which is a tourist heritage centre because of Taj Mahal, is located nearby where crores of domestic and foreign tourists visit. Bharatpur is 35 km. away from Mathura where Ghana bird sanctuary is located and where lakhs of foreign and domestic tourists visit. Besides this core Headquarters and refinery are located in Mathura. The state border of Rajasthan, Madhya Pradesh and Haryana states meet here. Firozabad, which is a big industrial town, is located nearby. Aligarh Muslim University, Aligarh is also located nearby where foreign students come to study. So, it is extremely necessary that a international airport be established here. I have met the hon'ble Minister and requested him...(Interruptions)

[English]

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)\*

[Translation]

KUNWAR MANVENDRA SINGH: The hon'ble Chief Minister had also come to attend the Taj festival. So, an international airport is extremely needed for this place.

[English]

MR. CHAIRMAN: Shri Ram Kripal Yadav to speak.

[Translation]

KUNWAR MANVENDERA SINGH: Sir, Shri Ram Kripal Yadavji is not present here, so I should be give time to speak. I would like to request the Government that it should establish an international airport somewhere between Mathura and Agra so that people may avail the benefit of airport.

[English]

MR. CHAIRMAN: Shri Ram Kripal Yadav. You have to be very brief, because you are also like him.

...(Interruptions)

SHRI RAM KRIPAL YADAV (Patna): Sir, I would try to speak pointedly.

MR. CHAIRMAN: You can speak about your State airport because all other things have already been covered by other speakers.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Chairman, Sir, I would like to thank the Hon. Members, Swainji and Basudeb Achariaji for drawing the attention of the House by raising such an important matter for discussion under Rule 193. I believe that Hon. Minister would certainly make all out efforts keeping in view the submission made by the hon'ble Members as to how an effective development of each and every airport in the country could take place and cargo increases.

Sir, through you, I would like to draw the attention of the hon. Minister towards Patna Airport and Bodh Gaya of Bihar. Buddhist pilgrims from various parts of the world come to visit Bodh Gaya. The ongoing scheme of an international airport at Bodh Gaya is lying pending with the reason not known. Hon. Minister may please pay special attention to it and take effective measure for constructing an international airport under consideration. If Buddhist pilgrims from all parts of the world come here by planes economic condition of Bihar will improve and the Airport Authority of our country will be benefited....(Interruptions)

[English]

MR. CHAIRMAN: Please conclude.

...(Interruptions)

SHRI RAM KRIPAL YADAV: Did you say anything, Sir?

MR. CHAIRMAN: Yes, you have covered your point, and now please conclude.

SHRI RAM KRIPAL YADAV: I am going to finish my speech just now.

[Translation]

Sir, I was telling that the hon. Minister had not paid attention towards Patna Airport so far. Only some special air services have been started. I thank the hon'ble Minister for that. But this services needs to be improved further.

Mr. Chairman, Sir, I would make one more submission. The Hon. Minister is so young, energetic and painstaking, why the air services under the control of his Ministry is not able to draw peoples' attention. People travel less by the Government airlines planes and are being attracted more by private air services—Jet, Sahara, Kingfisher etc. If the Government improve its air services, why people will go towards other airlines. If he is very good at work, why he step back. The Government should make Airport Authority and the airlines so competent that people prefer Government airlines. The pilots are leaving the Government airlines. The airlines are incurring so much expenditure on them but they are joining private airlines resulting a heavy loss to the airlines. The Government should take adequate measure and make endeavors to convert the losses into profit. The Government should make the Airport Authority competent.

Sir, Darbhanga in Bihar is a place which has got an airport. If the Government properly develop cargo there, necessary fruit-vegetables at a large scale can be exported abroad. I would again request the Government to improve Patna, Bodh Gaya and Darbhanga airports. One more important airport is at Purnia. Bihar has great scope and has got large number

of air travellers. I am sure, in his reply, hon'ble Minister will definitely make a mention of granting international status to Patna Airport so that travellers from foreign countries can come there....(Interruptions)

Patliputra is a historical city. I would request that in near future, the Government will at least improve Bodh Gaya because there is a great scope of foreign travellers visiting this place. The Government will definitely pay attention to it and provide necessary facilities for passengers so that the economy of the country as well as of the state can improve.

18.16 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

SHRI SUNIL KUMAR MAHATO (Jamshedpur): Mr. Deputy-Speaker, Sir, through you, I would like to draw the attention of the Hon. Minister towards the fact that the basic infrastructure like road, air and water transport are considered as the most important ingredients for the progress and prosperity of a state and a country. Jharkhand is a newly formed state. It has unlimited quantum of resources. The full fledged industries like Tata, Telco etc. exist there in this iron city, and this is the largest industrial area of Asia continent. Jharkhand has six hundred other small and large industries. Out of these industries, 25 per cent are small scale and 150 are recognized industries which are recognized by ISI. Today, all these industries can compete with any country in quality. Despite that, there is no airport facility here.

However, what is most unfortunate is that after becoming a state as far as the matter of airport is concerned, Jharkhand is the only state which has been the most discriminated against. In Jharkhand, Jamshedpur is the most neat and clean city and it is counted among beautiful cities. Today, crores of rupees are collected as revenue from this city. But it is a matter of regret that there is no such airport in Jharkhand so far to facilitate to and fro national and international flights. I would request the hon. Minister that an airport be constructed in Jamshedpur. During British reign two airports, one each in district Chakuliya and Dal Bhugad were operating in Jamshedpur. As you are aware, a MoU for approximately Rs. 50 crore has been signed

[Shri Sunil Kumar Mahato]

for the development of that area. Big multi-national companies and big businessmen want to come to Jharkhand. But it is a matter of regret that they land at Kolkata and reach Jamshedpur passing difficult time in trains and never come again. Once, I wrote a letter to the Hon. Minister for constructing an airport in Jamshedpur. He said that he would do that. Afterwards, a letter came stating that it was not possible then.

Besides, Jamshedpur, Dhanbad and Deogarh are also international cities. People from outside the country come to visit Baba Dham. Ranchi Airport may be granted the status of an international airport. When the local people requested the hon. Minister, he agreed that one airport should definitely be constructed in Jamshedpur. The Central Government has recognized our area as an economic zone. I would like to thank the Central Government for that. But I would also like to request that for recognizing the area as an economic zone, it should witness more progress and prosperity. Hence, an airport is required there. I would like to request the Government to get an airport constructed in Jamshedpur.

MR. DEPUTY-SPEAKER: I would request the hon. Civil aviation Minister to look into the proposal of Ladowal near Ludhiana as this proposal is before him.

PROF. RASA SINGH RAWAT (Ajmer): Mr. Deputy-Speaker, Sir, through you, I would request the hon. Minister to take care of Ajmer also.

MR. DEPUTY-SPEAKER: Prof. Rasa Singh Rawatji, many members from your party are to speak. They will raise this matter.

[English]

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Mr. Deputy-Speaker, Sir, developing infrastructure at airports is the key to economic progress. Our country needs to have world standard airports. There is not a single airport comparable to the world class airport. In Hyderabad and Bangalore we are now getting green-field airports of world standard. Most of the other airports, even at Delhi and Mumbai, are being run with

one runway, which is shameful for our country. The Ministry is doing hard work. I think the Government should take quick policy decision in this regard otherwise it would become a difficult task. After reaching even Delhi or Mumbai, the plane takes about 40-45 minutes to land due to congestion. I would therefore, request that we have to develop airport infrastructure at both metro and non-metro cities.

The hon. Minister had once made a statement that the Government is thinking of having joint ventures or private participation in this regard and even had called for bids for Mumbai and Delhi airports in which so many people had participated also. Just as the Government has made Delhi and Mumbai airports open for bids and joint venture, we have to concentrate on joint ventures and private participation at other airports also. Andhra Pradesh is getting a lot of investment from different places. It is getting FDIs also. Visakhapatnam is getting a new port, ONGC terminal and other big industries but we have no airport there. Three years back we did start work on one airport but it is going very slow. My humble request, through you, to the hon. Minister is to complete the Visakhapatnam airport, including the terminal, as early as possible. We put a lot of pressure on the previous Government to develop airports at Rajahmundry, Vijayawada and Tirupati. There is no air traffic, no flight to Tirupati, Rajahmundry or Vijayawada. Recently one India Airlines flight on alternate day was started for Tirupati. We spent Rs. 18 crore for the development of Tirupati Airport, Rs. 10 crore for Vijayawada and Rs. 8 crore for Rajahmundry airports but all these airports are lying idle because of lack of airport movement. Around Rajahmundry area Reliance and some other people are coming to explore gas and oil reserves. I would request the Minister, through you, to develop these important places of Tirupati, Vijayawada, Rajahmundry and Vizag should be developed. One aircraft should fly from Hyderabad to all these place. This has been our long-pending demand and for the last three years we have been continuously putting pressure on the Government in this regard but we have not yet got Indian Airlines flights reaching there. I would request the Minister to convince other airlines also to operate flight from Hyderabad to Tirupati, Rajahmundry and Vijayawada. This is my request.

**SHRI SURESH PRABHAKAR PRABHU (Rajapur):** Sir, we are discussing the problems of airport and I think that is because of the Minister. The Minister himself has created a problem by having a policy framework in which so many new airlines have come to India. They are flying all the time and so there is a problem of landing. Today, the Minister himself should be blamed for creating a policy framework in which new air traffic has brought down the prices. Consumers are complaining that they will discontinue flying by Indian Airlines because they have to pay so little in other airlines, less than the railway or even road freight. Therefore, the Government has to now deal with the problem of airport, which I am sure the Minister is working on.

Looking at the sentiments expressed in this House, almost all the Members from all sides have asked to renew or modernise the airports. Probably one could do that if one has to run the race. We cannot run the race with the ideology 'tied around the legs'. So, probably if we could all resolve unanimously that all the airports would be modernised, it would happen.

Sir, the quality of airports is extremely important. Therefore, whenever you are creating a new airport or modernising it, you set quality standards and all these airports only should conform to new quality standards. Secondly, we should not fall into this temptation of declaring international airports and trying international flights unless the airports is upgraded to that level. If we do like this, all restaurants in India would be called as five-star hotels. That will not really serve the purpose. Therefore, this really needs to be done. Looking at the plight of the airports today, I think probably that is the reason why in all airports you will find a slogan saying that no photography is allowed at airport. We do not allow photography because what is seen at the airport they do not want that to be photographed. So, probably the Minister will take right step of removing that.

**SHRI PRAFUL PATEL:** That has already been removed.

**SHRI SURESH PRABHAKAR PRABHU:** As regards training of personnel, it is extremely important. Therefore, good training should be given. The Marhaba Services which are started in several airports like Dubai

should be started here also. I am making a request that many of the Members of Parliament find it difficult to have a hair-cut because they are all the time travelling somewhere or the other. So, even in airports such facilities should be provided which will provide employment and customer services while waiting. Probably, we can think of providing other such amenities to the passengers. The small towns should also have airports. The fares have dropped so much that probably you can travel between Delhi and Mumbai by spending only Rs. 800 if you are so lucky to get a ticket on the internet. Therefore, if you look at it, the climate is ripe but airport is the only one which really needs upgradation. Probably, we should move away from the ideological work.

Lastly, when we are discussing airports, it is not an isolated island. Once you come out of the airport, the Airport Authority ceases to have a control. So, for that area also, we should try to think about a legislative process whereby probably an area which comes under two or five kilometres radius should be under the management of the Airports Authority. There are so many taxis and auto-rickshaw stand outside. The people who come out of the airport land into a real problem. Therefore, I think that also needs to be tackled. Touts should be removed.

**SHRI VINOD KHANNA (Gurdaspur):** Sir, I thank you for allowing me to take part in this very important discussion. Since we have limited time, I will not repeat all issues that have been raised by most of the hon. Members. But some issues have been left out which I will point out when I would put forth my demands.

In Pathankot, about three years ago, the Airport Authority of India had done a survey to see if an airport and landing facilities would be feasible over there. After taking into account the required standards and all other aspects, they came to the conclusion that this area is feasible for an airport and landing facilities. Therefore, they built the most beautiful airport. Pathankot is the gateway to both Himachal Pradesh and Jammu and Kashmir. Himachal Pradesh does not have an airfield. The next airfield to Pathankot is Amritsar on the one side.

SHRI PAWAN KUMAR BANSAL (Chandigarh): I dispute the claim. Gagal is there. Chandigarh is also the gateway.

SHRI VINOD KHANNA: I know Gagal but Gagal is not an airfield and Chandigarh is 400 miles away from Pathankot. So what has happened is that airport is built by spending Rs. 30 crore. It is a very beautiful airport. They acquired so much of land from Punjab. The Government of Himachal Pradesh gave them land. There is a 40-foot wide access road. The airport has all the facilities of parking. It has a beautiful environment inside. All it requires is a flight. I have requested the hon. Minister. I know he has got a lot of demands but this is a ready airport. We are not asking for the new airport. We are only asking for flight. Why are we asking for a flight? There are five to six cantonments over there. The Army people need a flight. We need a flight to feed Himachal Pradesh. There is a whole tourist traffic going to Dharamshala, Dalhousie and SEZ area of Katua, Jammu and Kashmir which is 30 kilometres away. So, all these people require air facilities to access their industry that is coming over there. The Government of India has made an Industrial Growth Centre in Pathankot itself by spending Rs. 35 crore.

Four hundred acres of land has been acquired for development of an Industrial Growth Centre. No industry is coming up in that area because the place is not connected by air. Industrialists do not come to a place for investment where there is no connectivity by air. There are a number of sports stadia all around that place, we have all kinds of facilities, but no events are taking place because of lack of air connectivity. I would like to appeal to the hon. Minister, I have been appealing to him for some time now—he is a very wise Minister and I know he has got a lot of pressure from all parts of the country for starting airlines—to consider starting a flight from the place. I must commend him for all the initiative that he has taken to develop the required infrastructure in that area for starting a flight.

Sir, another point that I would like to make is about having a flight from Amritsar to Lahore. If people from Amritsar has to travel to Pakistan, then they would first have to come to Delhi. We have an international airport in Amritsar and now I would like to request the hon. Minister to look into this aspect of starting a direct flight

from Amritsar to Pakistan very seriously so that all people from Punjab can fly directly to Lahore or Islamabad from Amritsar. There are international flights going to every other country from this place except for Pakistan. We would definitely like that a flight be started from Amritsar to Pakistan so that people of that area is able to go to Pakistan directly from Punjab.

Sir, since the disaster management policy is in place, I think, we must have airports all over the country so that the entire country is well connected and we are able to reach relief to any place, anywhere in the country, particularly to those places which are inaccessible.

Our area is very vital. It has a fault line and anything can happen anytime. God forbid, nothing happens. Keeping in view emergency requirements and for the sake of disaster management, this airport at Pathankot assumes crucial importance. I would like to request you to see that this airport is made operational.

I would also like to mention one thing here and that is about night landing facility. This airport is now equipped with night landing facilities. There are night landing facilities in this airport. Every other arrangement has been made to make this airport operational except for putting staff there and starting a flight.

I would like to bring to the notice of the hon. Minister a fact that most of the airlines are not providing life jackets to the economy class passengers. Maybe, you are aware of this fact. Very reputed airlines are not providing life jackets to economy class passengers. I thought this aspect should be brought to your notice. You should make it mandatory for all airlines to provide life jackets to the economy class passengers.

MR. DEPUTY-SPEAKER : You may please conclude now.

SHRI VINOD KHANNA: Sir, this is an important issue. Nobody has raised this point.

One last thing that I would like to mention is that there is no training provided to staff at the airport for emergency landing. There are fire brigades posted at the airport. But no training is given to the staff on an all India basis in all the airports. Training for emergency landing

and rescue operations should be provided to the staff at the airports. I think, we must have separate facilities somewhere where the Government could arrange for training of airport personnel from all the airports about emergency landing.

I hope, the hon. Minister while replying to the debate would make a commitment for starting a flight from Pathankot at the earliest.

**DR. TUSHAR CHAUDHARY (Mandvi):** Mr. Deputy-Speaker, Sir, I represent the Mandvi Parliamentary Constituency of Gujarat. Mandvi Parliamentary constituency falls in the District of Surat.

I want to mention about Surat city. It has been described as one of the richest cities in country as per the all India Census of 2001. It is also the largest center of diamond cutting and polishing in Asia, therefore, it is also known as the Diamond City. The production of manmade fabric, also commonly known as polyester is also highest in the country. It is also known as the silk city and giant industries like Reliance, Gail, Sail India, Kibhko Essar, L and T, ONGC, NTPC exist there. They have invested around 20 billion dollars there. Nevertheless there is no facility airport there. The airport that exists there is just for namesake and no flight either takes off or lands from there. There is no facility of flight landing. The length of the runway is inadequate therefore big planes are unable to land there. The city contributes around 25 thousands crores of rupees annually to the Central Government as excise duty, income tax and export revenue nevertheless it lacks airport facility. It is a matter of shame for us. The Hon'ble Minister has sanctioned rupees thirty crores for the development of Surat airport. I would like to inform the hon'ble Minister that work is not being carried out there as per the reports he receives. A dispute is going on between the management and contractor. No real work is being done there. Therefore, I would request the hon'ble Minister to constitute a Committee in this regard having representation of the local Member of Parliament, representatives of the Chambers of Commerce and officials of airport authority who should be nominated by the headquarter situated at Delhi to review monthly the progress in this regard. I would like to give you an example. The Rajdhani Express starting from Mumbai

had no stoppage at Surat initially. But now it has been given halt there since the last few months. As per the rule of the Ministry of Railways, any stoppage would be confirmed finally as permanent only when there has been earning in the last four consecutive months. But here one month earnings equalled the four months earning, such was the volume of passengers boarding from there. Many passengers from there come to Delhi. I would request the hon'ble Minister to implement the work of the Surat airport at the earliest.

*[English]*

**MR. DEPUTY-SPEAKER:** Hon. Members I have names of more than 15 Members who are yet to take part in this discussion. So, I will request you to take only two minutes each.

**THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI):** Sir, if any Member wants to lay their suggestions or speech in writing on the table, they may do so and they may be treated as part of the proceedings of the House.

**MR. DEPUTY-SPEAKER:** Yes, those will form part of the proceedings of the House.

Prof. Ramadass may speak now.

**PROF. M. RAMADASS (Pondicherry):** Sir, let me very specific. Through you, I would like to appeal to the hon. Minister for Civil Aviation on a few points. The Union Territory of Pondicherry does not have an airport right now. You know that Pondicherry is the Capital of the Union Territory of Pondicherry. It is not well connected either by railways or airways. It is also an international city. French connections are there in this city. French people are coming there from France and the people of Pondicherry are going to France from there. Thus, international connections are developing there. Pondicherry, being the abode of Aurobindo, has become a tourist spot and is developing very fast into a tourist city. Educationists and industrialists are coming there. So, there is a greater demand for the development of an airport there. We have a small airstrip there but it has become non-functional. The only problem is that we have to acquire a small area adjacent to Tamil Nadu.

[Prof. M. Ramadass]

If that area is acquired, then we can resume airport services there and it will definitely benefit the development of Pondicherry.

Another region is there which is 160 kilometres away from the Pondicherry called Karaikal. There is a famous temple called the Saneeswaran Temple where five lakh tourists are attracted every year. Due to the absence of air facility there, people are unable to come from the North to Karaikal or Pondicherry. So, I would request the hon. Minister to pay attention towards these aspects.

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands): Sir, I am grateful that you have given me this opportunity to speak a few words. I am also grateful to the Minister for Civil Aviation and the Indian Airlines because they have done a wonderful job by way of relief and rehabilitation during the Tsunami.

At the same time, we are facing another problem. Livelihood is our problem now. Though we have the potential of tourism, we are not able to develop it. For that purpose, we seek the assistance of the hon. Minister. Until and unless the Ministry of Civil Aviation helps us, we will not be in a position to develop tourism.

Sir, I would be brief. I would request the hon. Minister to visit Port Blair, Andaman and Nicobar Islands with this officers in order to see whether the airport at Port Blair can be declared as an international airport. I would also request him to see whether direct flights can be operated from Port Blair to Bangkok. If the Government does that, it will attract a lot of tourists. If that is done, then our unemployment problem can be solved to a certain extent. Otherwise, we will be in a very bad shape and health.

Even after one year of tsunami, we are not able to provide permanent shelter to the affected people. There are many problem like the problem of logistics.

I would request the Minister to look into this matter and decide what can be done.

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): Mr. Deputy-Speaker, Sir, I seek your permission to speak from here.

MR. DEPUTY-SPEAKER: All right.

SHRI SURAVARAM SUDHAKAR REDDY: I agree with many of my hon. colleagues who spoke about the necessity of modernising and expanding the airports to international standards as air passengers have increased in very big number in recent years. But in the name of expansion and modernisation, FDI should not be allowed to take over these airports. If there is a will, that too a political will, it is possible for the Government of India to raise enough money to do this without even privatising all these airports.

Today, we are discussing about various airports. Regarding Hyderabad Airport, I would like to bring to the notice of the hon. Minister an important thing. An international airport is being planned there. A company, named GMR, has been given the contract to construct the new airport at Shamshabad. A lot of help has been given for this, including interest-free loans, allotment of lands and grant-in-aid, by the State Government. Thirteen per cent of the share will be given by the State Government. Another thirteen per cent of the share will be given by the Airports Authority of India. I think it is too small.

Let the international airport come there. But the biggest worry is that, the biggest problem is that even the national carriers are going to be shifted to the far off airport, which is almost 30 or 35 kms. away from the city. The present airport is in the heart of the city. The Hyderabad airport is very convenient for the passengers. Let the national carriers have their destinations in the present airport. Let the new airport be meant only for the international flights. I was told that there is an agreement by the Airports Authority of India already to the effect that national flights will also be shifted as having only international flight is not economically viable for the Company. In the interest of one company, it is not necessary to create this type of problems for thousands of passengers of Hyderabad and other cities of Andhra Pradesh.

The second worrying thing is that more than 1,500 staff are going to be retrenched as soon as this airport becomes operational. It is not acceptable. There is a big agitation and concern among the employees and passengers. I fully agree with Shri K. Yerrannaidu to improve the airport at Tirupati. There is a possibility to

increase the frequency of flights from Mumbai to Tirupati, from Hyderabad to Tirupati, and Chennai to Tirupati. That would be beneficial economically also. Viskhapatnam is an important port city. Recently this airport was continuously under rain water. There is a necessity to improve it urgently.

My last point is about competitiveness of the Indian Airlines vis-a-vis private airlines. The Indian Airlines has signed an agreement with American Express Bank Cards. According to this agreement, ten per cent discount will be given to all those who book the tickets through the American Express cards. But these American Express cards are available only to millionaires. It is available only to those who earn Rs. 8 or Rs. 9 lakh per year. I am asking the hon. Minister to think about the possibility of giving this concession to the passengers directly. You can reduce the charges. Why do you give it to the American Express card holders?

Why are you giving this facility to an international American company instead of giving to any nationalised bank card like this? This should be taken into consideration.

MR. DEPUTY-SPEAKER: Shri P. Karunakaran.

It is my humble request to please conclude within 2 minutes.

SHRI P. KARUNAKARAN (Kasargod): Sir, I fully agree with the views expressed by Shri Varkala Radhakrishnan with regard to the development of infrastructure at the Trivandrum Airport. It is the Capital city of our State.

I want to place before the Minister two other points. One is about the problems being faced at the Calicut Airport. In recent times, there were even struggles from the side of the passengers and the runways. There are about 11,500 Haj Pilgrims every year. They are going through Calicut Airport. The destination of thousands of workers, who are engaged in Gulf countries, is Calicut Airport, especially the northern Malabar area. I would like to request the Minister to see the seriousness of the issues because the number of passengers is increasing day by day. At the same time, infrastructure is not at all adequate to meet the demands. So, the

Calicut Airport, especially in the Malabar area, is very important. I think, the Minister may give a positive reply with regard to the Cannanore Airport, the northern part of Kerala. It is a very long pending demand of the people of northern part. The Azhimala Naval Academy is the prestigious Defence Unit of our country, and also the Bakkal tourist centre. So, we all are demanding—all the political parties in the Government—and the Government is ready to give all support.

As regards Cannanore Airport, I think, it is under serious consideration of the Government and it may take a very speedy action on this.

[Translation]

\*SHRI VIRENDRA KUMAR (Sagar): Sir, there is an airport in Sagar (Madhya Pradesh) which is also my parliamentary constituency but there is no flight from there. Sometimes state and military owned planes land there because Sagar is a big cantonment center, but there is no night landing facility there. Bhopal is the capital of Madhya Pradesh but there is no-air services from there to other cities except Mumbai and Delhi. Therefore, air services from Bhopal to Bangalore, Chennai, Hyderabad, Kolkata and from Indore to Ahmedabad, Jaipur, Pune should be introduced. An international airport should be built at Khajuraho. Tourists from many countries visit there. Likewise, air services from Jabalpur should be increased.

[English]

SHRI SURESH ANGADI (Belgaum): Sir, Belgaum Airport was started before the British regime. Now, this Airport is operated only by the Deccan Aviation. I would request the Minister to direct the concerned authorities to start other airlines also like the Jet, Sahara, and Indian Airlines, etc. This will be useful for the Belgaum people who will be connected to the different cities from Bangalore and Mumbai. We also require Belgaum-Bangalore route and Bangalore-Belgaum-Goa route and vice-versa. If the same Belgaum-Mumbai-Bangalore route is started, there is a KLE hospital of international standard and also Marathwada Light Infantry Station is there. That will be useful for the Belgaum people.

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\*Speech was Laid on the Table.

[Shri Suresh Angadi]

Belgaum district is called a sugar district. We growing more sugar. We require, at least, weekly cargo because of floriculture, vegetables, mangoes, grapes and industrial products. If the cargo is given, at least twice in a week, the floriculture can be brought to other big cities like Delhi, Mumbai and other places. Belgaum is a very centrally located place. This place is compared to Mumbai and Bangalore. If the international airport is started at Belgaum, the hopping charges, whatever we are paying in Mumbai and other places, will not be there. Sawantwadi, Kholapur, Karwar, Belgaum and Hubli will be the Central places. If the international airport is started, the employment generation will be more in this area. I would like to tell that cost-wise, if that region is developed, when compared to Mumbai and Bangalore it is cheaper. Big cities are suffocating. So, I would request the Minister to consider international airport for Belgaum in the near future.

Our hon. Rashtrapatiji, Dr. A.P.J. Abdul Kalam, has seen the vision of India. For the developmental activities, we are having the technical universities in Karnataka....(Interruptions) prestigious, University in Belgaum which can teach the engineers in the field of information technology. The foreigners are interested to come over here but because of the problem of air connectivity, most of them are not coming to Belgaum....(Interruptions)

MR. DEPUTY-SPEAKER: Your point has come on record. Now, Shri P.K. Bansal.

SHRI SURESH ANGADI: I would request the Minister to consider an international airport for Belgaum....(Interruptions)

The name should be kept as Rani Chennamma International Airport for Belgaum District which is a most important place. She fought against the British during 1850.

With these words, I conclude.

[Translation]

\*SHRI MUNSHI RAM (Bijnor): Mr. Chairman, Sir,

\*Speech was Laid on the Table.

I rise to speak on the motion regarding discussion on increase in passenger and cargo traffic under rule 193. I would like to request, through this House, that heavy air traffic exists at Delhi airports. The western parts of Uttar Pradesh like Bareilly, Moradabad, Bijnor, Meerut—falls within 200 kilometers within Delhi by road while items of brass and handicrafts worth crores of rupees are exported from Moradabad. The Government receive crores of rupees as revenue out of this. I would like to submit that the entire transportation of that area in this regard passes through Delhi. An international airport should be built there in order to provide facility to exporters of that area and ease traffic in Delhi.

[English]

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Deputy-Speaker, Sir, first of all, I must really compliment the hon. Minister for taking major strides in developing civil aviation in the country. The anxiety of all of us to participate in this discussion by itself shows what concern we have for the development of our airports, for the introduction of flights to most important cities of this country.

You know the importance of Chandigarh. Particularly, after the starting of the Rajiv Gandhi IT Park there, Chandigarh has come on the World IT map as well. It is a major tourist attraction. It is the Capital of the two States of Punjab and Haryana besides being the headquarters of the Union Territory. There has been some increase in the flights also in the recent past, but the airport continues to be in the old, archaic condition. I would urge upon the hon. Minister to take steps to upgrade the Chandigarh Airport. I know there may be a difficulty because it is not really their property. It is that of the Air Force authorities. But more land is available. Only what is needed is the determination, the desire to upgrade the Airport quite in tune with what the city is.

A large number of people are coming today to Chandigarh for various reasons. It is an excellent city in terms of education, medical facilities and the potential that the city has. I would only urge upon the hon. Minister to take a little more personal care for the development of Chandigarh because Chandigarh is situated north of Delhi. That is the place which needs

special care. I would agree with what Shri Khanna has already said. The cities in Punjab do need upgradation. When I said Chandigarh also is the gateway to Himachal Pradesh, I did not want to minimise the importance of any other place. But I would certainly say that Chandigarh does need extra care.

With these words, I conclude.

SHRI C.K. CHANDRAPPAN (Trichur): Sir, the Airports in Kerala like the Thiruvananthapuram Airport, Kochi Airport and the Calicut Airport need upgradation. I think there is no dispute about it. It may be rather strange that there is no aero-bridge though there are many international flights coming to these Airports. When we see the Chennai, Mumbai and all the important Airports, we feel a little jealous about it. Many other improvements are required.

As a Minister, when he came to Thiruvananthapuram, he promised the immediate starting of the Kannur Airport. I would like to know from the hon. Minister the stage in which the consideration of the Kannur Airport stands today.

My last point is that apart from the upgradation and the starting of new Airports, all over the country if airstrips are provided in important tourism centres as also pilgrim centres—not having big Airports but airstrips—smaller aircraft can be operated. Smaller aircraft should be allowed to connect these airstrips that will provide better facilities at another level to people. It will cater to the needs of the pilgrims and tourism centres. I cite one example here. If Moonar is connected in Kerala it is a hot-spot for the tourists today—it will go a long way. It is now a hazardous journey to reach there. So, having an airstrip there will be very good. If Sabarimala is connected with an airstrip, if Guruvayoor is connected with an airstrip, it would be very much beneficial to pilgrims. Smaller aircraft having a capacity of 15 or 20 people will help. I do not want the Airports Authority to start it. Even the private agencies will come forward to run the service. The Government can float joint venture projects too. It can adopt any method by which it can mobilise money. This may be considered. I would like the hon. Minister to say something on this.

With these words, I conclude.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, I have a pointed demand. There is an airport at Adampur. It is used when some VIP visit Punjab, but many industries exist in Jalandhar and Hoshiarpur. Whenever any industrialist of that area wishes to meet visiting foreign delegation he has to come to Delhi for the same as there is no air connectivity from there. If air connectivity is provided from Adampur airbase and the Indian Airlines operates flights from there it would prove to be economical and beneficial to the industrialists. Persons visiting religious places like Mata Chintpoomi and Jwala Devi would also be benefited. Therefore, I request that Adampur airbase should be provided with air connectivity.

[English]

SHRI P.C. THOMAS (Muvattupuzha): To save the time, without elaborating I support the views of the learned Members from Kerala regarding upgradation of Trivandrum, Calicut and Kochi airports and also regarding the establishment of Kannur airport in which we all are interested.

Secondly, Kochi airport is one venture which has come out from the side of the people and private people also. I mean not actually FDI but from the support of the public as well as the Government of Kerala. So, in the same way the same airport as well as the Government with the people's support is asking for a new Kerala airlines. They have asked for permission to fly abroad also. They were told that they do not have enough aircraft and enough experience. Of course, I think, that may not stand in the way if we consider the case of other airlines like Air India express. They do not have much experience. So, I would submit that Kerala airlines may be granted permission to go abroad also, to fly abroad.

Lastly, they have been trying for the hanger facility in Kochi airport. I think that must be allowed and Kochi will be a hub for repair of aircraft also.

DR. CHINTA MOHAN (Tirupati): Sir, Tirupati is a very important place. About 50,000 people from all over the world come here every day. You were also kind enough to visit that place.

MR. DEPUTY-SPEAKER: I have gone there.

DR. CHINTA MOHAN (Tirupati): We have a good airport but we are not getting aircraft regularly. The Minister for Civil Aviation was kind enough to give us the regular aircraft and it started coming to Tirupati daily. Since, long time I am requesting the Government to see that the airport is strengthened and also that the airstrip is also lengthened a little more because we all like mangoes and 25 per cent of the mangoes are produced in Tirupati. In the entire world we have mangoes. Out of that 25 per cent of mangoes are produced in Tirupati. The mango in Tirupati is sold for Rs. 3 but when it goes to Dubai it is sold for Rs. 100. The poor farmer is not able to take the advantage. The middlemen are taking the advantage. I would request the Government to see that the airstrip is lengthened so that the poor farmers of that area and the pilgrims also will get the benefit.

With these words, I conclude.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Sir, I would like to draw the attention of the hon'ble Minister, through you, that when he had visited Mayo College recently to participate in a function, he was kind enough to express his view regarding Civil Aviation in Rajasthan and about Ajmer, Jaipur and Bhilwara. As the hon'ble Minister is himself fully aware of the situation I need not go into detail. I would like to say, through you, that I have been raising this point since 1989. Lakhs of people visit at the Dargah Sharif at Ajmer and lakhs of Hindus visit Pushkar situated nearby, Nasirabad Cantonment is situated there and people from all the parts of Pakistan, Bangladesh and India visit there.

19.00 hrs.

Foreign tourists in large number visit Pushkar. Government have been assuring to have an international airport at Ajmer and site selection work has also been done. If that particular place is not suitable, we have got vast areas of vacant land between Kishangarh and Ajmer, it can be developed. An airport is already existing there. In Kishangarh we have got the largest marble market, it could be widened and developed and Ajmer could be provided connectivity by providing it a grand

look. It would increase the number of tourists visiting there and help in increasing earnings. It will be a fit case of proving the old saying money begets money. Maya to Maya Mile Kar Kar Lambe Haath. Everybody talks about the big airports of Delhi and Mumbai but in Ajmer even the President, Prime Minister and other dignities experience difficulties during their visit. If this facility is provided there then you can also move to the destination of your choice from there.

\*SHRI BHANU PRATAP SINGH VERMA (Jalaun): Sir, I would like to participate in the discussion initiated under Rule 193 by the hon'ble Member, Shri Swainji. All the hon'ble Members have spoken for upgradation facilities at the Airports. Sir, I would like to bring it to the notice of the hon'ble Minister that in order to reach Delhi from my parliamentary constituency at first we have to cover a distance of 200 kilometres upto Lucknow to take an aeroplane for the destination. The air journey, takes more times than the time taken by the train. Sir, in my constituency, Jhansi is the place, which is frequented by the foreign tourists who visit Jhansi, Orchha, Deogarh, Songiri and Datia. All of these are the tourist places. If there is a Jain temple at one place, there is an old fort and the Ram temple at the other place. Jhansi forms part of the Bundelkhand region where the first war of independence was fought under the command of brave warrior, Laxmibai. Jhansi is the place, which is going to be the crossing of the roads coming from all the four directions being constructed under the Golden Quadrangle Pradhanmantri Sadak Yojna. I would submit to the hon'ble Minister that our aerodrome of Military still exists at Jhansi where the State planes make their landings. It would be very kind of him if an Air Port is constructed at Jhansi which will not only generate a plenty of revenues but will also provide connectivity for the people of Bundelkhand to reach anywhere in the country.

Once more, I would request the hon'ble Minister to construct an Air Port at Jhansi.

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Deputy-Speaker, Sir, hon'ble Jaswant Singhji, when he was the Minister of Finance and was sitting where the

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\*Speech was Laid on the Table.

present Minister is sitting, had announced in his Budget speech that Jaipur Airport would be upgraded to international standard. I think the matter of its implementation has been put on the back burner. The Jaipur Air Port Authority is already in existence and I am its chairman. Jaswant Singhji has already made the announcement. Whatever facility required for its upgradation already exists there. You are merely required to put up this proposal before the Cabinet and get its approval. This promise was made by Shri Jaswant Singhji and you. International flights have started from there. Jaipur is the center of jewellers. The Work of diamonds is done there at a large scale. Apart from it, Jaipur is a center of ready-made garments and sculptors. It would be very kind of him if he gets it cleared.

He has sanctioned Rs. 94 crores for the same. Tenders have also been floated. We are going ahead with the work. Kindly upgraded the Ajmer also otherwise my colleagues would be displeased. Besides, it would be very kind of him to announce an Aerodrome at Jaipur.

Maharaja Man Singhji of Jaipur has been such a person who had set up Air Port at Jaipur. I would like to request him to name the Jaipur Airport as the Maharaja Man Singh International Air Port in the honour of the late Maharaja. I had also persuaded Bahin Vasundharaji, the Chief Minister of Rajasthan to write a letter to him in this regard. Kindly consider the above request. With these words I, conclude.

\*SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Deputy-Speaker, Sir, I am thankful to you for giving me an opportunity to participate in the key discussion on Growth of Cargo and transport initiated under Rule 193 by Shri Kharbela Swain. There is a lot of talk about ushering in the Second Green Revolution in the country through the Horticulture Mission and other programmes. The farmers of the country are poised for a definite growth in the production of fruits and flowers. The air cargo service for the marketing of these produces in the large metros and abroad would be very useful. Alongwith the availability of cheaper air cargo services to the farmers by the Indian Air Force for transportation

of their produce to their destinations and setting up of cold storages in various areas at air ports as well as the necessity of dissemination of the above information to the agricultural sector, I demand that air strip of the State Government at Chandrapur in my constituency in Maharashtra be developed by the Ministry of Civil Aviation of the Union Government. The district of Chandrapur is an industrial area where apart from large industries of Cement, Manickgarh cement, Maratha Ambuja cement, A.C.C. cement, L and T cement, there are Ordnance Factories of the Ministry of Defence, Coal Mines, the thermal Power Station with 2340 Megawatt of power production, Paper Mills (BILT) and the steel industries. Industrialists, businessmen and officers frequently visit this place and also stay there.

Appreciating the requirement of upgrading the Chandrapur Air Port, the hon'ble Minister must talk to the Government of Maharashtra and consider providing air connectivity to this industrial and predominantly tribal district on priority. I am thankful to you for giving me an opportunity to speak.

[English]

SHRI CHANDRA SEKHAR SAHU (Berhampur-Orissa): Thanks for allowing to lay my speech. Sir, Practically speaking Orissa is having only one Airport that is at Bhubaneswar. There are other air fields but it is not operational: Air field at near Bourkela, near Sambalpur and Kalahandi are not developed. Sir, if you talk of South Orissa there is an air field near Berhampur that is in Rangailunde near Gopalpur which is a tourist spot and having a very good sea shore. There is also Army Cantonment near this. Now about more than five thousand people shall be added in this cantonment for which work is going on. Near Gopalpur, port, Industrial activities, special Economic Zone, are coming. Reliance Company is going to have gas production also very soon. So keeping in view of all this the Rangailunde air field which was a very old air field since the British Raj can be developed and flights can start from New Delhi to Vishakapatnam via Bhubaneswar and Berhampur (Rangailunde). At the same time Bhubaneswar air port also should be very soon converted as international airport by contributing the run way which is under construction. Western Orissa also requires equal

\*Speech was Laid on the Table.

[Shri Chandra Sekhar Sahu]

attention for developing the existing airport. With this, I request the hon'ble Minister through you Sir to give special attention to Orissa as it is coming very fast in respect of industrialisation and tourist point of view.

[Translation]

SHRI P.S. GADHAVI (Kutch): Mr. Deputy-Speaker, Sir, I am thankful to the hon'ble Minister of Civil Aviation for providing a very good airport at Bhuj. The N.D.A. Government had taken the decision to name the airport of Bhuj after Pandit Shyamji Krishanji Verma. It is my humble request to the hon'ble Minister to name the above airport after Pandit Shyamji Krishanji Verma as he was a great revolutionary. Besides, all the Air Port which are with the Indian Air Force do not have the facility of night landing. This airport would be useful only if you provide night landing facility upto 7-8 P.M. in consultation with the Minister of Defence, otherwise it will not. I would also request that international flights should be introduced from there. Further, we shall be very thankful to him if the flights of the Indian Airlines, which had been discontinued, are resumed.

[English]

I may be allowed to put my submission in writing, as under on the discussion on item no. 34 of revised List of Business dated 20-12-2005.

I convey my congratulation to Hon'ble Member Shri Kharabela Swain and Shri Basudeb Achariaya for raising very important issue regarding "Need to improve the infrastructure at Airport in view of increase in passenger and cargo."

I associate myself with all members who have made valid suggestion for improvement of infrastructure at Airports of the Country. So I do not want to repeat the same.

I would like to restrict myself in making submission to Airports of Gujarat and increase of facilities on these Airports:-

1. Sir, I thank Government of India for giving good infrastructure facilities at BHUJ-Airport, but

making of full utilization of this Airport it is very much essential and increase the frequencies of Air Flights from Mumbai to Bhuj.

2. Restore the Indian Airlines Air Service on this route i.e. Mumbai-Bhuj, which was discontinued without any rhyme or reason.
3. To have direct flight from Delhi to Bhuj as there is very high demand for this Flight. As very large number of Industries have come-up in Kutch after earth quake in January 2001.
4. Bhuj Airport may be given status of International Airport as there is high demand by the people of Kutch settled in almost all parts of world particularly Middle East.
5. Name of Bhuj Airport may please be given in the memory of 'KRANTIVIR and KRANTIGURU PANDIT SHYAMJI KRISHNA VERMA. This is the demand of the people of Kutch, and in principle this demand was accepted by the then NDA Government.
6. As Bhuj and Jamnagar Airports are under control of Air Force hence for night landing permission is not granted to Civil Air Flights, but Civil Air Flights must be given permission for night landing at least upto 7 p.m. to 8 p.m.
7. Infrastructural facilities of International Airport Standard requires to be provided at RAJKOT Airport.

[Translation]

MR. DEPUTY-SPEAKER : I have made a request with regard to Punjab.

[English]

SHRI PRAFUL PATEL: Mr. Deputy-Speaker, Sir, I thank hon. Members for participating in an enlightening discussion on this subject of upgradation and modernisation of airports and the overall improvement and expansion of the civil aviation sector in our country. After seeing this debate, I am reminded of the day when I first came to this House in 1991. At that time, I used to try to snatch at least a minute or two of the attention

\*This part of speech was Laid on the Table.

to speak on Railways. Now, the scenario is changing fast and even the hon. Speaker and yourself have observed that from the demands of stoppage of trains at some stations and improvement of railway facilities, I think the aspirations of the people of our country have now moved one step forward which itself is a significant change. I think it reflects changing times in our country and as we, in the Government or all of us, as representatives of the people, will have to respond to this growing need and the changing scenario of our country.

Sir, I would like to thank my good friend, Shri Kharabela Swain because he has initiated this debate. I think, what he started of with and the points he made are very illustrative of the overall civil aviation scenario in our country and what ails it and how we have to take this meaningfully forward.

I must admit that everything is not perfect and we never claimed ever that everything is perfect, everything is in shape. We have a long way to go if we really want to meet the aspirations of the people. All of you, in one way or the other, are not speaking for yourselves, but you are speaking for the development of your region, your city and your people. That is how, I think, the overall growth of the country will be achieved.

India is achieving a super-power status. India is progressing on all fronts and in today's age, we cannot expect connectivity in our country to be achieved unless it is by air, which is the shortest and fastest possible way. Because of internet, because of mobile phone, and as the way we communicate with people have reduced the distance of people in the country and have made the people of our country feel closer to each other. I think, today, the only other way to integrate and bring the country closer and make everybody feel that we are participating in the progress of the nation. I think, air services have this role now to play in the coming decade or decades of the future.

Sir, I would like to admit one thing that airport infrastructure is the single biggest challenge, which we now face in trying to reach the air connectivity to our masses. Whatever has been done so far, a foundation for infrastructure in the country, has been laid. But that

infrastructure far from adequate. It has serious issues which need to be addressed. I am not saying that there is no criticism of the past. Whoever has been doing work in the past has done reasonably well to be giving a footprint because no matter what we talk about airports all across the world. We may talk of Bangkok Airport, we may talk of Singapore Airport, but remember those countries have probably one or two airports to develop, whereas in our country, the Airports Authority is running approximately 80 airports. All may not be operational, but even then, there are about 80 and odd airports which are run by the Airports Authority and a couple of more which are not being operational, but are owned by the Airports Authority.

So, to say that our Airports Authority and our country's infrastructure have been completely neglected would be a wrong statement to make. However, if we have to achieve the growth figure which we are now talking, we will have to seriously look at this aspect with the maximum concentration and all resources at our command.

Sir, why are we talking of infrastructure only in airports? We have seen that in all areas of infrastructure—we have seen in power, we have seen in roads, we have seen in sea ports, we have seen in telecom or any other area of infrastructure—a public-private partnership has brought about a change in the way the entire sector has moved. The same thing has happened even in civil aviation. Ever since this sector has been deregulated when the private players were allowed in 1992-93 onwards, this sector has also seen a sea-change in growth. We must not be standing in the fixated mould saying that everything which is done outside of Government is good or bad. We must look at it holistically as to how we will be able to achieve the targets which we set before ourselves.

Therefore, I, with due respect—some Members are not here, some Members who may have some reservations are also sitting here—and with all humility would like to say that the airport infrastructure in our country, in the long run, cannot be met entirely by the Government and its own resources. That model has been very well demonstrated in the State of Kerala,

[Shri Pratul Patel]

where, in Kochi, you have an airport which is probably India's first green-field airport, which is now demonstrating to the entire country and to the world what a private sector participation can also bring a world-class product, good service and good convenience to the people who use those airports.

Therefore, I am fully in agreement that, yes, we have to build the Airports. We have to not only build the existing Airports but also we have to build many more new airports, and many closed Airports have to be made operational. These are serious challenges for which, I think, we have to now prepare a broad Master Plan, a roadmap on the basis of which we will move forward.

Shri Kharabela Swain referred to many areas. I do not want to go into each one of them. We are talking of 25 per cent growth compounded at least for the next five years. That is absolutely happening and will happen no matter what, but the fact is this. Are we going to give convenience to our passengers? Are we going to give comfort to our passengers? If we have to achieve this growth and not invest adequately in infrastructure, the answer is: 'No'. Therefore, we will have to look at investing the right amount of money in infrastructure. We have plans to develop Mumbai and Delhi in a special way. A joint venture exercise through a public-private partnership for a limited period of time has been envisaged. The process is under way. I am not saying that anything is complete.

Some issues about the propriety of the process or certain issues about the process have been raised, even four days ago in a Calling Attention. I assured the House then. I repeat that no decision has yet been taken. All issues which have been raised by hon. Members, and even by some people outside the process, have been adequately given the right forum to address those issues. Only whatever would be in the best interest of the nation, in the best interest of the Airports Authority and be in a transparent manner, only then will any decision be taken. I would like to assure the House on those issues. However, lastly, I will come to the issue of Mumbai and Delhi because Mumbai and Delhi have been primarily the focus of civil aviation in India. As

some Members rightly pointed out, almost 50 or 60 per cent of the entire India's civil aviation was in Mumbai-Delhi. Now the figure has come down because the growth is more widespread. But at one point of time 60 per cent of the entire India's civil aviation was in Mumbai-Delhi. How can that be a sustainable situation? We are large country. We have a population of about 110 crore people, and in size we are almost like a Continent. In spite of that, we have very few number of planes. If you look at the size of Airlines—you mentioned about 180 aircraft, now that figure is around 200—200 aircraft for a population of 110 crore people is virtually insignificant when you compare it with international standards. I would like to tell you about the approximate number of people who fly by plane, maybe once a year or maybe ten times a year, like some of us fly more frequently. The number of people who fly actually by air—out of 110 crore people—is less than one crore. The base of flyers is less than one crore people. In fact, I think, it is around 70 lakh or 80 lakh people. In a country where our middle-class is growing by the day, and disposable incomes are rising, we will have to see that we cater to the needs and aspirations of at least 10 crore people. If this figure from under one crore has to go up even to 10 crore, and if our current aircraft strength is only about 200 aircraft in the whole country, that number can go to 2000 aircraft. Only it is a matter of, I would say, a few years. Therefore, the challenge is not to take it from 200 aircraft to 2000 aircraft; the real challenge is as to how do we use our infrastructure to be able to handle this kind of traffic. If with less than 200 aircraft we are having this kind of difficulty what we are facing today, if hon. Members are all experiencing it at least over Mumbai or Delhi or Chennai or Kolkata or Hyderabad or Bangalore, which are major Airports, then what will happen if tomorrow from 200 aircraft and 400 aircraft, if we go in for more aircraft? They are not talking of 2,000 aircraft. So, I think, the single largest challenge before the Ministry of Civil Aviation and the Government of India is to build up infrastructure of world-class standards in the shortest possible time. Simultaneously, infrastructure also needs to go hand in hand with regulatory issues because, after all, safety and security of the people who use the airlines is also of paramount importance to us.

The Directorate-General of Civil Aviation, which is the governing regulatory authority, needs to be strengthened. We have appointed a Committee to give us suggestions as to how we give them the new technology, how we give them new procedures, how to increase their manpower and how to give them new ways. There are, you know, regulatory issues which are tackled by countries like America.

I was in the United States. For the first time the United States has agreed to open a Federal Aviation Authority Advisory Office in Delhi and that will help us learn some of the procedures which they have. I would just like to tell you that I was in the office of the 'United States' Secretary of Transportation, my counterpart, in Washington. I went to his office and he showed me on a computer screen all the dots that were there in the map of the United States. Each and every aircraft, which was flying in the skies of the United States of America, whether it was a private plane or an airline, was reflected in those dots. It was updated every 12 seconds to show where the aircraft was moving. He could go to any dot and click and find out what the airline number, where from it is coming, at what altitude it is flying and a host of other issues.

So, all I am trying to say is that the challenge is not only in building a good airport in terms of a terminal or a runway but also the challenge is to see that all our technology, whether our CNSATM technology or our other technology in terms of regulatory issues, is upgraded to standards which will meet the challenges of the coming tomorrow.

Simultaneously, issues were raised about not only the regulatory issues of the DGCA but also about the other economic issues. Therefore, on the lines of TRAI for the telecom and as there is an Authority for power, there is a proposal to bring in a regulatory authority. The Airport Economic Regulatory Authority is also going to be set up very soon. We are going to the Cabinet and then introduce a Bill later on in Parliament. It will, of course, come up for consideration of this august House.

However, I would like to say that Mumbai and Delhi airports are not our focus alone. That is why, first we identified about 25 airports as select non-metro airports

to be given treatment of world class airports standards. Not only these airports would be looking just like the world class airports but they should really meaningfully able to be the airports of the future, and airports which can be international airports in future also.

From the list of 25, we have realised that 25 were not enough for the country as big as ours. We thought we take tentatively around the number of 35 and we have not just restricted that number. It can go up also depending on how we feel that the aviation growth is there. So, we have called these 35 airports as the non-metro airports. We have divided them according to the regions of our country. We do not want to just have 35 airports only where it matters. We have given it a geographical colour so that every region of the country is well represented. Whether they are places of tourism, religious tourism or places of commercial importance, all are given their fair share so that there is equitable growth of the country; and the growth of the country is on a very equitable basis.

I can assure you that whatever we are planning is not just for tomorrow. Some Members did mention that we had only planned airports for today or as of yesterday. I am looking at civil aviation as what it would be 50 years from now.

*[Translation]*

You mentioned about Patna and Gaya airports, but we are not doing anything here because land is insufficient at some places, for example we need more land for airport at Aurangabad. Everywhere there is shortage of land to the extent of 25 or 50 acres as we had not thought about fifty years, and had not made provision for fifty years. However, now at least we have to think as per this and whenever new airports are constructed they should be constructed while keeping in view this point. Further we are going to formulate a broad civil aviation policy and that would be presented before the august House. There are about 31 hon. Members who have expressed their views here and I also had the opportunity to discuss some of the issues raised by each honourable Member. Therefore, I assure you that we are trying to do all those works that are necessary to be done keeping in view the future of civil aviation.

[Shri Praful Patel]

At present there is a sudden spurt in civil aviation and everyone wishes to fly in aeroplane. Some air tickets are sold at cheap rates and some air tickets are costly. So, if any person plans journey by aeroplane on any particular date in advance then he/she can avail benefit of the same. It is a result of increased competition and creation more capacity.

Mr. Deputy-Speaker, Sir, Indian Airlines and Air India are our national careers. Adequate attention is required to be paid towards it because these have been ignored for many years. It is unfortunate as Shri Ram Kripal Yadav submitted that if attention had been paid towards these things the situation had been different. People travel by other airlines and we cannot do anything. For many years neither new aeroplanes had been bought nor the number of these had been increased. Indian Airlines and Air India have to perform national duties for example they have to dispatch aeroplane in time of Tsunami, earthquake and even for 'Haz Yatris'. Even then our national careers have been doing great service. We did not enhance their capacity and coerced them to complete with other airlines. I would like to say only this much that even with insufficient infrastructure they have performed their national duties well. For this I thank them.

Mr. Deputy-Speaker, Sir, I agree with the honourable that in this country the procedure for purchasing aeroplanes had not been initiated for 16 years. Many times, this matter had been discussed but there was no progress. At least our Government have taken such an important decision. Really, I would like to thank the Hon. Prime Minister for all this because without his cooperation nothing could be accomplished.

Mr. Deputy-Speaker, Sir, the Hon'ble Members have expressed their views regarding airports. I also agree that maximum attention has to be paid towards this. You will be fed up if I talk about only one airports. Therefore, I want to say in short...(Interruptions)

SHRI HARIBHAU RATHOD (Yavatmal): But you mentioned about 25 airports.

SHRI PRAFUL PATEL: We have not decided till date. I respect the feelings of all the Honourable

Members. I respect the feeling of Shrimati Sumitra Mahajan who hails from Maharashtra. The name of Indore has been included in the list of non-metro airports. I assure her about Indore that there would be development work there as required. As far as the question of declaring Jaipur as an international airport is concerned, it is being considered by the Cabinet. I hope that during the year 2006 you will certainly see Jaipur as an international airport. As far as the question of Udaipur is concerned, it is likely to be included in the list of non-metro airports since Rajasthan is not only their concern but it is important for the country as many domestic and foreign tourists come there. I think it is urgent. Prof. Rasa Singh Rawat mentioned about Ajmer. Some days back I had gone to Ajmer. I have complete information about that city. Kishangarh, Ajmer and Pushkar are adjacent to each other where development work can be undertaken. At this time, I cannot assure you because Kishangarh airports is under the control of the State Government. We are approaching the state governments. The government of Karnataka has prepared the development plan of Mysore airport by signing a MoU with the Government of India. Like this, through you, I would like to request many State Governments...(Interruptions). Jharkhand has expressed its desire to sign a MoU for development of airports. Regarding Ranchi...(Interruptions). We want to discuss with the State Government in the matter of each airport. You are aware of the problems of Patna airport. There is a botanical garden. We cannot cut trees on our own sweet will. It is a question of environment. We have a development plan about Bodh Gaya. We are going to start work there by making a huge investment. I want to inform that we are planning to undertake huge development work at Bodh Gaya...(Interruptions) you are asking about Gaya.

[English]

We are trying to expeditiously complete the construction of a new integrated terminal for 500 passengers, including two passenger boarding bridges, expansion of apron, etc., at a cost of Rs. 44.5 crore.

[Translation]

Besides this you are giving information about many airports. I would like that besides upgradation and

renovation of old airports, new airports also should be constructed, as you mentioned about Ladoval. Discussion with the government of Punjab about Ladoval is going on. If they are to construct environment friendly airports, the Union Government want that such airports may be constructed at new places.

Mr. Deputy-Speaker, Sir, Hon. Priyada talked about Raiganj. He is right. The people of Raiganj, also desire for this. For all these matters we would have to formulate a broad policy. Today, we are talking about 80 airports in our country. There are about 400 airports which includes airports of the British period and the airports of the State Governments. Out of this some airports are functional and some have been closed. These 400 airports have to be included in the footprint of civil aviation. If would like to say that the model of this footprint will be prepared by signing a MoU. with the State Governments and the Union Government. If you say all these should be done by the Airports Authority, it is not possible as I have told earlier. In future, you would have to start private-public partnership as private sector has been involved in infrastructure development. Without adopting this model this work would not be completed.

Khaireji was talking about Aurangabad. The work of Aurangabad airport is about to start in the year 2006. On the condition imposed by J.B.C.I., we have expressed our views, that if they are talking about global bidding, no global contractor would come forward to work on a project costing Rs. 75 crores. Therefore, we said that we would invite national bidding. If they accept this condition it is all right. And if they do not accept this we will get the work done by the Airports Authority. And we are going to start the work during the year 2006.

*[Translation]*

Now, I would like to mention about Jammu-Kashmir. Among the works started in non-metro cities Srinagar airport was the first to have undertaken it. It would definitely be completed. Srinagar Airport has already been declared as an International Airport. Keeping in view the security scenario, permission has been given to the Indian Airlines and the Air India for operating international flights from there.

Today, in the era of modernization and satellites, the definition of security has also changed. Since it is a defence airfield also, in case the cooperation of the Ministry of Defence and Ministry of Home Affairs is made available, operating other airlines from there would be considered.

*[English]*

About Bhubaneswar, I would like to assure that Bhubaneswar airport is also amongst the top ten airports which have been taken up in the non-metro cities because we understand its importance. It is the only operational airport in the whole State of Orissa. That situation also needs to be corrected. We need to see that there is more connectivity even with the State of Orissa. Therefore, we will talk to the State Government to see how they can give us more connectivity.

Regarding Kerala, I assure Shri Radhakrishnan for all his labour that we are having a very big programme for Thiruvananthapuram airport. We have already completed the pre-PIB for the construction because the cost was above the prescribed limit of sanction of the AAI and we require Project Investment Board's clearance. However, I can assure you that pre-PIB is completed. The PIB work will be taken up in the next one month or so. I can be very sure that you will be getting a high-class international terminal. The cost is the highest amongst other airports. It is in two phases. Its cost is about Rs. 256 crore. There are some little land related issues which are awaiting with the State Government. Once they are resolved, I think, in the first half of 2006 only, the work on the new international terminal will begin in Trivandrum. I can assure that to you....*(Interruptions)*

Regarding Kannur airport, the proposal has been received from the State Government. When I myself came to Kerala, I had requested all of you that we will have to go in for a green-field airport because the Airports Authority of India will not be in a position to do it. We will have to do it on Cochin model. We are now in discussion with the State Government and once the land issues and other issues are frozen, once techno-economic survey and feasibility study is done, I am sure,

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the Kannur airport will also see the light of the day. There is no doubt in my mind that Kannur airport, at some stage, will become a reality. I am not talking of five to ten years down the line; I am talking that in the near future, we can look for having an international airport at Kannur also....(*Interruptions*)

SHRI P.S. GADHAVI: What about night landing facility at Bhuj and renaming it after the name of Pandit Shyamji Krishna Verma...(*Interruptions*)

SHRI PRAFUL PATEL: Regarding names and other issues of airports, it is very difficult for me to respond *suo motu*. These decisions are taken with a larger consultation process as well as it ultimately goes to the Union Cabinet. Therefore, I cannot be committal at this stage on naming of any particular airport.

However, I do respect what you said about Goa. I was there just a few days ago. Goa is one of the most congested airports. Though it is an international airport and receives so many international chartered flights every day, it has so many domestic flights also. The potential of Goa is unlimited in terms of tourism. However, the constraints are there. We are in discussion with the Navy and with the State Government for some additional land. The State Government has recently agreed to give some land. Once the Navy gives land, then we will have a larger parcel of land. We have a proposal to build an international terminal even at the current Dabolin airport. As far as Mopa is concerned, it is a green-field airport. At the moment, there is no concrete decision taken as to how to take it forward. I hope, there are some local issues which you people will resolve more amicably. However, that does not come in the way of what I have told you just now about the development of Dabolin airport....(*Interruptions*)

SHRI AVINASH RAI KHANNA : What about Adampur airport?...(*Interruptions*)

SHRI PRAFUL PATEL: Sir, there are so many areas like they are in Punjab. As my friend Shri Vinod Khanna, who is not here, said about Pathankot....(*Interruptions*)

MR. DEPUTY-SPEAKER: He said about Pathankot.

[*Translation*]

SHRI PRAFUL PATEL : Huge amount of fund has been spent for the construction of an airport in Pathankot and it has been well-built. I would like to say that during the last one and one and a half years, 200 flights have been introduced and connectivity has improved. If you see, you will find that there were no air connectivity to Kanpur, Jabalpur and several other places. However, connectivity has been increasing for the last 2-3 years and in future when there will be 200-400 flights then....

[*English*]

They will be forced to go to Pathankot or any other new place. I will also examine the situation with regard to Adampur. But I can assure you that more connectivity will be there for places like Tirupati, Kozhikode or other places.

All of you are yourself observing that there are new flights from the State of Kerala into Delhi, which was never there earlier. This is all because of demand for supply, and more supply is there automatically. They will be going into new areas, and I think that this is what all of us are looking at, namely, a holistic development.

As regards Port Blair, I can assure you that it is absolutely high on priority. But we will have to discuss with the Navy about issues like how to take this project and make it an international airport. I do agree it is a larger issue as it is not the issue only of the Ministry of Civil Aviation. I will take it up at the appropriate quarters, and I am sure that the hon. Prime Minister is also very well prepared for it....(*Interruptions*)

As regards Chennai airport and Kolkata airport, both are also going to be upgraded to the level of Mumbai and Delhi. This is definitely going to happen. The hon. Speaker is not present in the House at the moment. He always asks me: "What about the Kolkata and Chennai airports?...(*Interruptions*)"

SHRI P.S. GADHAVI: What about the night-landing facility in the defence controlled airports?

SHRI PRAFUL PATEL: I will talk to the defence people and see what can be done with regard to this issue.

[Translation]

SHRI HANSRAJ G. AHIR: Whether the Government propose to talk with the State Government of Maharashtra regarding my Parliamentary Constituency of Chandrapur.

SHRI PRAFUL PATEL: Since that Airport comes under the jurisdiction of the State Government, therefore, I cannot make any commitment. But in future you will come to know about many other places.

[English]

There is an airport in Pondicherry and it can take 48 seater aircrafts. This is the future of Civil Aviation. One cannot expect all the cities to be connected by large aircrafts. Some cities, which are closer to bigger airports, should be connected by smaller aircrafts so that the hub-and-spoke principal works. This is how one will get actual connectivity to where one wants people to get it. So, I would request...(Interruptions)

SHRI KINJARAPU YERRANNAIDU: What about Visakhapatnam?

SHRI PRAFUL PATEL: We are looking at Visakhapatnam. The terminal design for Visakhapatnam is ready, and world-class consultants are doing all this. We will very soon ask you to join us—whenever we start the work—in 2006. ...(Interruptions)

As regards Madurai, I myself had gone to Madurai. We are spending some money there, but I do not have the exact figures for it with me right now. However, besides Madurai, Trichy airport is also being developed into one of the non-metro in the first phase. The designs for it are ready, and the work is also going to start shortly.

I wish I had a lot of time at my disposal to explain each and every point raised in the House, but I will still make an honest endeavour to see that every aspiration of all the sections of the House is fulfilled. After all—I am repeating this point—if we are to see our country

developed economically, then we must understand that air connectivity and civil aviation has a very very meaningful role to play in it.

As regards some concerns that I have not been able to address, I will endeavour to speak to the hon. Members and try to see that their aspirations are also fulfilled. Thank you very much, Sir.

MR. DEPUTY-SPEAKER: Shri B. Mahtab.

...(Interruptions)

KUNWAR MANVENDRA SINGH: Sir, the hon. Minister did not mention anything regarding new airports at Agra and Mathura.

SHRI B. MAHTAB (Cuttack): Sir, the hon. Minister in his reply has tried to respond to all our queries. But the basic issue that comes up—when we think of the 50 years ahead—is that we have only one aviation training institute at Amethi, about which Shri Kharabela Swain also mentioned during this speech before the august House. We are at a loss because we do not have sufficient pilots.

SHRI PRAFUL PATEL: Sir, I would like to respond on this issue too.

SHRI B. MAHTAB: Sir, I would like the hon. Minister to throw some light on this issue also.

SHRI PRAFUL PATEL: I think that in the host of issues, I forgot to reply on this point during my reply.

SHRI B. MAHTAB.: Therefore, I wanted to remind you about this issue.

SHRI PRAFUL PATEL: As regards the issue of pilots, I can assure you that the Indira Gandhi Rashtriya Udaan Academy (IGRUA) at Fursatganj right now has an intake of about 50 pilots at a time.

We are going to see that, that capacity is doubled from 50 to 100. We are also trying to see that, that becomes upgraded further into a much more sophisticated type of simulator and aircraft also.

The Government of India is proposing to start a second Academy in Gondia, that is, in Maharashtra, in

[Shri Praful Patel]

my own constituency. That is the second Academy which is coming at the national level.

We are also in the process of encouraging more flying-training schools across the country and there is no bar or ban on opening of new flying schools. There is a policy which permits that and I am telling you that there is a lot of enthusiasm in this sector and lot of people are showing interest in this sector.

The pilots' shortage has been temporarily met by allowing foreign pilots to be brought in because we do not want the civil aviation's activities to be just stopped only because of shortage of pilots. We have also increased the age limit of pilots from 60 to 61 years in the first attempt and after seeing one-year's experience, we have raised the age limit 60 to 65 years, provided the second pilot is less than 60 years of age. We have experienced pilots. Now-a-days, the age and the health of people upto 65 years is okay, but still, we have taken the precaution and kept the second pilot's age limit to be below 60 years. We feel that, that has helped in easing the shortage to some extent, but we do want to see that more flying schools come up in the country, and we will encourage it as a policy.

[Translation]

CHAUDHARY LAL SINGH: Mr. Chairman, Sir, I had mentioned about two specific things to the hon'ble Minister. One was regarding runway of Jammu and secondly introducing new flights for Laddakh considering its poor connectivity. Concessional flights are being run to Srinagar, I would like to know as to why such flights are not being run for Laddakh? Laddakh is the coldest region. Therefore my request is that concessional flights should be run for Laddakh also. I have given you the figures of Laddakh. The connectivity is very poor in Laddakh.

SHRI PRAFUL PATEL: Sir, I will pay special attention for Laddakh. I would like to tell the hon'ble member that earlier flights of only the Indian Airlines were being operated for Laddakh. Now Jet Airways flight is also operating for Laddakh. In future, other Airlines would also introduce flights for that area and as and

when the availability of flights would increase, air service will also increase for that area. As and when the number of flights and airlines will increase, new routes would be explored.

[English]

Laddakh is a very good route where there is a good amount of traffic. I will personally look into that.

[Translation]

DR, RAJESH MISHRA (Varanasi): Sir, through you, I would like to tell the hon'ble Minister that Varanasi is considered as one of the prominent religious places in India. Funds have already been allocated by the Government for construction of an international airport in Varanasi and work has also been started in this regard. I would like to tell that for the last one and a half years, the work for the construction of an international airport in Varanasi is going on at a very slow pace from which it seems that it will take 5-6 years to complete that work. I request the hon'ble Minister that it would be better if this work is completed at the earliest.

19.43 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Mr. Chairman, Sir, my another request to the hon'ble Minister is that Cargo service should be introduced there as it would be beneficial for the farmers and traders of the eastern Uttar Pradesh. I have only these two requests. I hope the hon'ble Minister would pay attention towards these requests.

[English]

SHRI SURAVARAM SUDHAKAR REDDY: Sir, I asked you a question about shifting of Hyderabad Airport and retrenchment of workers.

SHRI PRAFUL PATEL: There is a policy and it is now very difficult to move back from the stated policy.

[English]

MR. CHAIRMAN: If the House agrees, we will take up 'Zero Hour' matters, that is, matters of urgent public importance.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI BIJOY HANDIQUE): Sir, after the Minister's nice reply, let us go home happily.

THE MINISTER OF WATER RESOURCES (SHRI PRIYA RANJAN DASMUNSI): It was an important issue and every question has been answered by the hon. Minister, I feel that if the Members agree, we need not take up 'Zero Hour' today.

SHRI BIJOY HANDIQUE: Let there be no 'Zero Hour' today.

MR. CHAIRMAN: I shall mention one thing. If the House agrees, we will take it up now, otherwise we will take it up tomorrow.

SOME HON. MEMBERS: Sir, let us take it up tomorrow.

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Mr. Chairman, Sir, we will agree to the Special Mentions being taken up tomorrow provided today's notices are treated as postponed to tomorrow....(*Interruptions*)

MR. CHAIRMAN: I will tell you one thing. These notices cannot be carried forward tomorrow. Fresh notices will be necessary. You will have to give notices tomorrow once again.

...(*Interruptions*)

[*Translation*]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Chairman, Sir, I request you to conduct a Zero Hour today as we would like to speak for two minutes each.

[*English*]

MR. CHAIRMAN: I will take it up. I shall remain there. But the question is that you should be brief.

SOME HON. MEMBERS: We will be brief, Sir.

MR. CHAIRMAN: Shri Chandra Shekhar Dubey—Not present.

SHRI LONAPPAN NAMBADAN (Mukundapuram): Mr. Chairman, Sir, I rise to bring to the notice of the

House the sufferings, agony and misery of the people in general and youngsters including students in particular due to the liberal and uncontrolled manufacture and sale of harmful *panmasalas* in the country.

As per the World Health Organisation report, about 10 lakh people die in a year in India alone due to diseases related to smoking. While our Government gets an amount Rs. 2000 crore as tax from the sale of tobacco and tobacco-based products, we also spend Rs. 2500 crore to treat many dreadful diseases like cancer borne out of use of tobacco and different brands of *panmasala*. Young and innocent school children are the easy prey to the vicious influence of such *panmasala*, which has the potential to develop oral cancer in them in their early childhood. Young college students and construction workers are two groups who have been trapped in this vicious habit.

The ingredients of the *panmasala* include powdered glass, sleeping pills, tar and other poisonous and harmful materials. Certain symptoms of the disease are: headache, vomiting, lack of sleep, etc. The WHO's assessment is that in the next ten-fifteen years cancer is likely to spread like wildfire among the youngsters of developing countries including India. A State like Kerala, where about 370 quintals of *panmasala* is sold every month is perhaps most vulnerable to this disease. The financial burden to the families and the nation to treat these victims is quite huge.

The *panmasala* is treated as food item. The emblem of the 'Green Dot' is also allowed to be used on biscuit packets as well as *panmasala* packets. In a case relating to request for banning the *panmasalas*, the Supreme Court has observed that since the *panmasalas* have been included in the list of agricultural products and edible items only Parliament can impose such a ban.

I, therefore, request the Government to take immediate steps to ban the manufacture and sale of all kinds of *panmasalas* in the country.

MR. CHAIRMAN: If any hon. Member is reading a Statement, the same can be handed over.

[*Translation*]

SHRI CHHATTAR SINGH DARBAR (Dhar): Mr.

[Shri Chhattar Singh Darbar]

Chairman, Sir, I would like to say something about Maxi Godhara railway line. Trains from Maxi to Godhara run via Maxi-Devas, Devas-Indore and Indore-Jhabua. Dhar and Jhabua are entirely tribal areas. Irony is that the tribals living in these areas have not seen railway lines so far even after so many years of independence. No railway lines touches my Constituency. Dhar is an historical town which was settled by King Bhoj. Mandav is an historical site in Dhar where thousands of foreign tourists visits every year. There is a Jain pilgrimage in Dhar called Mohankheda which is world famous and where thousands of devotees visit. Pitampur Industrial Area which is number one in Asia, is situated in my Parliamentary Constituency of Dhar where 1000-2000 units are functioning simultaneously. Dhar is completely an agricultural area. However, irony is that in Dhar parliamentary constituency people have not seen railway lines. Some partial work has been done in Maxi-Godhara, however, due to paucity of funds work is going on at a snails pace. While considering its utility, interests of the tribals and the farmers and keeping in view the historical and religious importance of the place, a railway line should be laid, which is not there presently even after 58 years of independence.

Through you, I request the Government to sanction Rs 1000 crore to expedite the work of the railway line complete it at the earliest. My humble submission is that the facility of railway line should be provided at the earliest while removing all technical shortcomings.

[English]

SHRI KINJARAPU YERRANNAIDU: Mr. Chairman, Sir, from September to November, due to heavy rains in Anantapur, which is a drought-prone district, lakhs of acres of groundnut crop was damaged. Thousands of farmers have incurred heavy losses. They are not getting any compensation from the State Government. The State Government of Andhra Pradesh has miserably failed to help the farming community to settle the insurance claims. It is not able to even give inputs subsidy to the farmers who have incurred huge losses due to heavy rains. Hence, my humble request, through you, to the Government of India is that it should

come to the rescue of the farmers of Anantapur district of Andhra Pradesh and extend some compensation to the affected farmers under the National Calamity Relief Fund.

SHRI B. MAHTAB (Cuttack): Andhra Pradesh Government is constructing a multi-purpose project across river Godavari, near Polavaram in the West Godavari district. Orissa is genuine because the 150 feet high dam will submerge several villages and agricultural lands in Orissa, and displace thousands of tribal families on the other side. Andhra Pradesh Government itself says that the reservoir will submerge 588 hectares of land and will displace 6,316 families. This is not a small number. Andhra Pradesh Government says payment of compensation will not be a problem, Government of Orissa says it is. Malkangiri district of Orissa, which is adjacent to Andhra Pradesh, is inhabited mainly by tribals. It has been affected by Left-wing extremists. Submergence of tribal villages, due to construction of this proposed project will worsen the situation in this deprived region. In 1978, Government of Orissa had agreed to the construction of Polavaram project with a condition. And that condition was that the maximum height of this dam can go upto 150 feet due to all effect, including back water effect.

During the inter-State meeting held on 26th February, 1997, Andhra Pradesh Government intimated that the water level could go upto 182 feet. This is the inter-State dispute. That is why, I am raising it so that I can get the response from the Government. It is between two different States. If I am not allowed to say, I will again raise it tomorrow. I want to raise it deliberately so that the Government should take cognizance of it. It is not a matter to be decided by either the Andhra Pradesh Government or the Orissa Government. The Central Government has to intervene in this matter. That is my point which I want to mention. As a result, seven villages in Orissa are going to be affected because of the back water. The major point is that the leader of the CPM of Andhra Pradesh, if I am allowed to take the name of the State Secretary of CPM...(Interruptions)

MR. CHAIRMAN: You need not mention the name.

SHRI B. MAHTAB: The State Secretary of CPM

in Andhra Pradesh in his statement has said that he is coming with a delegation to meet the Prime Minister to apprise him of the situation. He is opposed to it....(Interruptions)

MR. CHARIMAN: You are a very senior Member. Please conclude.

...(Interruptions)

SHRI B. MAHTAB: I can only say that the Andhra Pradesh Government is yet to provide technical details to the Orissa Government. My demand is let the Centre intervene in the matter and ask the Andhra Pradesh Government to give the technical details to the Orissa Government. We can sit down and discuss. We do not want any back water to cause submergence.

SHRI SURAVARAM SUDHAKAR REDDY (Nalgonda): Sir, this is about the Uranium Projects. Can I lay my paper?

MR. CHAIRMAN: Yes.

\*SHRI SURAVARAM SUDHAKAR REDDY: I am raising an important issue of uranium project in my Parliamentary Constituency.

Uranium is the deadliest metal on earth because of its Radioactivity. It is responsible for introducing into the human environment a tremendously large range of radioactive materials, which are all very inimical to biological organisms.

The Uranium Corporation of India Ltd. (UCIL), a Government of India Undertaking, proposed to undertake opencast Uranium Mining in Nalgonda district at Lambapur and Peddagattu plateau regions, with elevations varying between 340 to 240 mRL, right above Nagarjuna Sagar reservoir limits, with maximum water level of 180 mRL.

The general drainage of the area is from all sides is towards Nagarjuna Sagar. Therefore there is every possibility of the radiation contaminated storm water runoff from the opencast Uranium mines spread over vast area, finding its way into Sagar reservoir.

This is likely to have serious adverse impacts on

the entire down stream Krishna River basin covering about one third of the total population of the State—Nalgonda, Khammam, Kistna, Guntur and Prakasam Districts—and the food chain in this area, in addition to Twin Cities and part of Ranga Reddy district, which are being supplied drinking water from Nagarjuna Sagar.

If the Uranium mining starts, daily some 125 truck loads of 10 ton capacity (1250 tons per day) will be mined and brought to Seripally, 54 KMs. away, and after extracting half ton of required grade Uranium, the remaining 1249.5 tons of Uranium ore and tons of chemicals and three times contaminated water will be dumped into the tailings pond to the tune of 4 lakh tons per year and at the end of the 20 year period, the dangerous radioactive waste generated would total nearly 80 lakh tons.

The tailing pond having radio-active waste emits colorless and odorless Radon Gas which can travel hundreds of kilometers with the wind and can cause severe health problems when inhaled or enters into the human body through food and water.

The Uranium Processing Plant, which was originally proposed to be located at Mallapuram, falling within 10 km. radius of Nagarjuna Sagar/Akkampalli Reservoirs the drinking water sources to Hyderabad City, is now proposed to be relocated at Serepally near Devarakonda, keeping in mind the Supreme Court judgement regarding drinking water sources.

The Expert Committee constituted in 1976 regarding augmentation of Water Supply to Twin Cities is reported to have been not in favour of tapping Krishna waters, in view of their possible contamination at Somsila with Radio Activity from then proposed Nuclear Power Plant, which was subsequently dropped.

The Uranium Mining should not be permitted at Lambapur and Peddagattu as it will contaminate Nagarjuna Sagar Reservoir.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Chairman, Sir, through you, I would like to draw the attention of the Government towards those people who have left their homes and states due to terrorism and are

\*Speech was Laid on the Table.

[Shri Avinash Rai Khanna]

now residing in different states. There are a number of people who have settled in different states leaving their own state. Punjab is one such state. The people of Punjab have faced terrorism for ten years. Now, the situation in Punjab has improved. A large number of people from Punjab sold their lands and houses at cheaper rates, left their business and shifted to other states. However, today the situation is such that they are not living a settled life in other states. They are facing a lot of hardships for earning their livelihood. I would ask the Central Government to provide financial assistance to those people who want to come back to their homes and state, and employment to their children so that they can start their profession again and live peacefully.

Sir, there is a proverb in Punjabi that is "JO SUKH CHHAJU KE CHAVARE, NA BALAKH NA BUKHARE". It means, 'east or west home is the best'. I would like to request the Central Government to understand their problems and in view of the losses incurred by them ask them to come back to their state so that they can start their business gain and get back their jobs. I demand that they should be given economic assistance also.

SHRI VIRENDRA KUMAR (Sagar): Mr. Chairman, Sir, the Sagar Dugdha Sangh was in operation for quite a long time in my parliamentary constituency of Sagar. It was working well but was closed down some years back. It has its own land, plant and building. Still, the services of its employees were terminated. When the milk federations in Jabalpur, Gwalior and Ujjain were running in huge losses, the Central Government had approved rehabilitation scheme for them. The loss incurred by the Sagar Dugdha Sangh was only Rs. 636.46 lakhs but this loss was not included in the rehabilitation scheme.

20.00 hrs.

Therefore, I request you to please reopen it, so that, not only the employees may get benefits of it but also the dairy owners and the farmers engaged in cattle breeding may get opportunities of employment. The Sagar Dugdha Sangh has sent a proposal to the Central

Government to bring the Sagar Dugdha Sangh under the rehabilitation scheme. Through you, I request the Government that Sagar Dugdha Sangh may be allowed to be brought under the rehabilitation scheme of the Central Government.

DR RAJESH MISHRA (Varanasi): Mr. Chairman, Sir, the present condition of the Haj pilgrims going for Haj from Uttar Pradesh to Mecca is very bad. Both the U.P. Government and Chairman of the Haj Committee are criticizing each other due to lack of mutual coordination. The Haj pilgrims catch the flight from Lucknow but the situation there is such that all the pilgrims are still waiting for the flight...*(Interruptions)* They are very old and a number of women are also with them. There is a place named Nadwa where they used to stay previously. However, the Chairman, of the Haj Committee started over there construction of a Haj Bhawan. This time they did not get a place of stay at Nadwa also as construction of that building could not be completed. That is why the pilgrims including the old men and women pilgrims are not getting injections and medicines at that place.

Through you, I request the Government of India to kindly interfere in this regard and make sure that the Haj pilgrims are able to visit Mecca without any difficulty.

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Chairman, Sir, there is an overall development of commercial activities in Jaipur city. Jaipur is an international market coloured gem and jewellery. Besides, there are market of marble, handicraft, and scripture industries in Jaipur. There is a requirement to set up two convention centres in Jaipur by adopting methods of international marketing so that exhibitions and fairs can be held there. The need to set up convention centre is being felt there. There is no convention centre in Jaipur like the Pragati Maidan in Delhi. It is very difficult for the organizers to find a place for commercial exhibitions. Jaipur has now become a high destination place and this city is fast developing a major centre of tourism and businesses. There is a requirement of two types of convention centres in this city which should meet the conditions of global aspect. There is also a need for an international convention centre where specific programmes can be organized.

Moreover, this convention centre should be situated at a maximum 30 minutes driving distance from the airport. For the purpose, any place in Jagatpura Tonk road, Ajmer road etc. may be selected. The total area of the convention centre should be such that any big exhibition of international standards can be held there. Besides, there should be a parking arrangement for more than 5000 cars in the convention centre. Furthermore, there should be an arrangement of boarding and lodging for the people coming from nearby areas.

I demand from the Central Government that as stated in the Union Budget, there is a need to set up a big convention centre in Jaipur. This work is required to be expedited and this is fast becoming a necessity of Jaipur. I ask the Government to kindly take immediate steps in this regard.

I thank you very much for giving me an opportunity to speak.

[English]

SHRI P.S. GADHAVI (Kutch): Mr. Chairman, Sir, I may be permitted to lay my submission.

MR. CHAIRMAN : Yes, you can. Thank you very much.

\*SHRI P.S. GADHAVI: I may kindly be permitted to raise the following an important issue during "ZERO HOUR" :-

Due to devastative earthquake in January 2001, my Constituency i.e. Kutch District has suffered heavy damages and in which we have lost more than 18,000 precious human lives. My Constituency is otherwise also victimized of almost all types of natural calamities i.e. cyclones, droughts etc. There was no industry worth name in my Constituency. Only due to tax concession, some industries have come in my Constituency but its time limit is going to expire on 31-12-2005. Almost, all people from Kutch including people representatives and other persons interested in development of industries have made demand for extension of further period of two years i.e. upto 31-12-2007. Government of Gujarat have also made similar submissions in this regard. If

\*Speech was Laid on the Table.

such extension is given, there is likelihood of further investment to the tune of Rs. 5,000 to 10,000 crores.

Similar calamities affected district viz Himachal Pradesh and other States have also been given tax exemption for the period of ten years, while Kutch has been given only for five years and starting time limit is expiring on 31-12-2005, which requires to be extended for further period of two years.

I, therefore, urge upon the Government of India to kindly extend the time limit upto 31-12-2007.

SHRI S. AJAYA KUMAR (Ottapalam): Mr. Chairman, Sir, Kerala State is lagging far behind in the development of railways which is hindering the industrial and economic development of the State. Although the people of the State and their representatives, time and again, have been bringing this issue to the notice of the Government, the authorities concerned have always overlooked the aspirations of the people of the State. The demand for a railway zone to be established in Kerala for its overall development has not been conceded on the plea that the Planning Commission did not give the necessary approval.

But it is astonishing that there are no prior approval needed for the setting up of the Salem Railway Division. The people of Kerala are not against the development of any region, but our plea is that there should not be step-motherly treatment towards the State. It is a fact that with the commencement of the Salem Division, there would be steep cut in the revenue earnings of the Palakkad Division, making the Division unviable. In this situation, I urge upon the Government to take urgent steps to establish a separate Railway Zone in Kerala comprising of Thiruvananthapuram, Palakkad and Salem Divisions. A triangular Railway Station at Shomur was a long-pending demand and the proposal was included in the Railway Budget, a few years ago. But so far, no step has been taken to put this proposal into practice. I urge upon the Government to take urgent steps to concede the above demands. Thank you.

SOME HON. MEMBERS: Sir, we would like to associate with this issue.

MR. CHAIRMAN: Okay, Shri Chengara Surendran, Dr. K.S. Manoj, Shri P. Karunakaran and Shrimati P. Satheedevi can associate with this issue.

*[Translation]*

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, through you, I would like to draw the attention of the Government towards the issue that a number of sub-post-offices in my parliamentary constituency have been closed down as a result of which the people are facing great difficulties. These sub-post offices were very useful and were situated inside the populated areas. The Government lost the case intentionally. The proposal was to merge these sub-post offices with the nearby post offices as they were being operated from rented houses. Consequently, many sub-post offices were declared non-profitable and were, therefore, closed. As a result, the people are facing a lot of difficulties. The sub-post offices, particularly in Ajmer city namely, Topdara, Kachehri road, Meyo college, Mundri Mohalla and in Byawar city namely Chaangate, Mewari Bazar, Vijaynagar, Nasirabad, Regimental centre etc. are being closed one by one.

Through you, I would like to request the Government that these sub-post offices should be reopened in view of their usefulness for the people. It is being stated that this is a specific policy. The Government should clarify as to what are the Government orders regarding the post offices and sub-post offices. The officers are taking decisions arbitrarily resulting in unemployment of the people. As these sub-post offices have been closed, a number of extra departmental postal employees are being retrenched. Through you, I would like to demand the Government that their services should be safeguarded and the sub-post offices should not be closed down.

*[English]*

SHRI P. KARUNAKARAN (Kasargod): Sir, there are about 1.5 lakh porters in Indian Railways. They have been engaged in the work of parcel service and also carrying the luggage of the passengers. Since the Railways have introduced a new policy, these porters are fully unemployed; and lakhs of family members of these poor porters are actually in a pathetic condition.

It is due to the new policy that the Railways have undertaken, which is to entrust the parcel service to the private contracts. The period for that contract is also over, but still the Railways are now extending that time period. It seems that it is really a part of privatisation in the Railways.

As a result of this policy, lakhs of people who had been engaged in the Railways lost their job. The history of porters is that they have a very close relationship with the Indian Railways. I would request the Ministry to take up this issue. The Standing Committee on Railways has suggested to the Government to review the matter. So, I request the Government to review the issue and retain the situation that was prevailing in the Railways earlier. Thank you.

SHRIMATI P. SATHEEDEVI (Badagara): Sir, I would like to draw the kind attention of this House regarding non-payment of margin money to beneficiaries under the Rural Employment Generation Programme of the Khadi and Village Industries Board. The Rural Transport Project under the Rural Employment Generation Programme is formulated by the Commissioner for Khadi and Village Industries, established under Section 4 of the Khadi and Village Commission Act of 1996.

It was implemented through Kerala Khadi and Village Industries Board. The funds sanctioned for releasing financial assistance to beneficiaries is regulated and controlled by the Commissioner for Khadi and Village Industries. The margin money will be given to the beneficiaries under this Scheme after watching the utilisation of the bank loan including the contribution of the beneficiaries.

It is reliably understood that the Commissioner has instructed the Board to discourage financing under the rural transport saying that such projects do not fulfil the criteria of employment investment proportion in rural employment. Hence, the Khadi and Village Industries Board is not releasing the eligible margin money and subsidy to the beneficiaries. In Kerala, a large number of self-employed youths, who have taken loan under this scheme are denied the eligible margin money. As the unemployment rate is growing in rural areas, the decision of the Commissioner of Khadi and Village

Industries has very drastically affected the rural development.

Hence, I would like to request the Ministry of Agro and Rural Industries to kindly look into the matter and take immediate action to provide the financial assistance and subsidy, which the unemployed youths are entitled.

DR. KARAN SINGH YADAV (Alwar): Sir, cancer is a very dreaded disease and it is estimated that in the next 30-40 years this will be the greatest killer in the world. In Rajesthan, there is a large number of cancer patients and it is estimated that they are around 50,000. Most of them come to the Swai Mansingh Medical Collage Hospital, Jaipur for their ailment. Every year there are around 20,000 patients reporting to the cancer department. Unfortunately, although the SMS hospital is a super specialty Government hospital with 2000 beds and all other specialty, but the cancer department lacks a lot of facilities, especially the medical oncology and surgical oncology. So, my request to the Government of India, to the Health Minister, is that through the Cancer Control Programme, Swai Mansingh Medical College Hospital may kindly be accorded the financial sanction so that the treatment and care facility of cancer could be improved, and the hospital could be upgraded.

SHRI PRASANNA ACHARYA (Sambalpur): Sir, as you know, after agriculture the handloom sector of the country provides maximum employment. Of late, this handloom sector is facing a very serious problem. My State is Orissa is particularly famous for texture, design, durability of colour etc. of the handloom products. Large scale of duplication is going on in the handloom designs and the market is flooded with duplicate saris, bed sheets, etc. which is gradually eroding the prospects of the handloom weavers. This has created a very big problem. There is only one organisation in my constituency, called the Sambalpuri Vastralaya, which is being run in the cooperative sector. This is the only registered organisation and it employs more than 10,000 weavers. Such organisations of the weavers, which are run in the cooperative sector are facing this serious danger.

My submission to the Government is that this imitation should immediately be stopped by legislation.

My request to the Government, particularly to the Textile Ministry, is to brand the handloom product and give it a heritage tag so that these handloom designs cannot be duplicated in the mill sector and cannot be produced in huge quantities and flooded into the market. Unless this is done, a large number of weavers are going to be affected which will ultimately affect the economy of those areas.

SHRI CHENGARA SURENDRAN (Adoor): Sir, I would like to raise a very serious problem being faced in my State Kerala. A recent decision of the Kerala Government has rendered the State pensioners in great trouble. As we all know, lakhs of people are employed in tea, coffee and rubber estates in Kerala. They are factory workers and after their retirement they get very meager amount as pension.

Earlier, the Government had provided that all the pensioners will get their pensions through the post offices situated near their residences. This was very convenient for the pensioners as they could get their pension from the nearest post office. But recently a decision has been taken to disburse pension only through the nationalised banks. These banks are situated in the cities and they are far from the residences of the pensioners. Now after the implementation of this order, the pensioners have to go to the cities to collect their pensions. Most of the pensioners are getting less than Rs. 1000 as their pension. For such a petty amount they have to travel hundreds of kilometres in a day. All this is unbearable to them at such an old age. So, I would request the Government to restore the earlier provision of disbursing pension through the post offices.

SHRI CHANDRA SEKHAR SAHU (Berhampur-Orissa): Sir, as you know, India is getting a lot of foreign exchange through tourism sector. But if we go to Orissa part, though there is a vast coastal area and a lot of historically and culturally important places yet they are not being properly developed. In the Southern part of Orissa, Ganjam and Gajapati districts are there. There are a lot of tourist spots which have their own cultural and historical importance. In Ganjam, places like Gopalpur are there which have coastal areas. They are having very good potentiality for tourism. Similarly, the places like Bhairavi, Patisonapur, Taratami, Taptapani,

[Shri Chandra Sekhar Sahu]

etc. are tourist spots. In Gajapati, Mahendra Giri is a place which speaks a story of Mahabharata. It is a very big tourism spot. But it requires a lot of development. The places like Gondahati also require development.

I would request the Department of Tourism, Government of India to pay special attention to these places and provide more funds so that they could be developed and could earn more foreign exchange through tourism.

[Translation]

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, I would like to thank you. We have repeatedly stated in this House that India is an agriculture-oriented country. Despite of the Members coming from agricultural background neither our Government nor we have given the due importance to agriculture. This is a cause of concern for all of us. The farmers want to do away with farming by believing it to be a non-profitable occupation. A number of farmers are committing suicide in various parts of the country. In the country where agriculture once held the highest position amongst various occupations, farmers today do not want to work in the same occupation. There may be many reasons behind the poor condition of farmers and cultivation, I would like to go into those reasons but I believe it is the responsibility of all the Members, this House and the Government to put an end to the poor condition and miseries of the farmers. Even today agriculture is considered to be the base of this country but we are unable to check miseries and poor condition of the farmers. Through you, I would like to demand from the Government that in view of our responsibility to make them self-sufficient this House should give more time towards ending their problems and alongwith this the Government should give priority to the farmers and take some effective steps also in this regard...*(Interruptions)*

[English]

MR. CHAIRMAN: You can lay it on the Table.

[Translation]

SHRI HANSRAJ G. AHIR: I would like to demand that a statue of a farmer must be installed in front of

the House so that each Member, while entering the House is reminded that farmer and agriculture are his priorities since they are the ones who have elected them to this House. I believe this will check the suicides committed by farmers and will promote agriculture. Through you, I would again like to demand that statue of a farmer must be installed in front of the main gate of this House.

[English]

MR. CHAIRMAN: Now, all the names in the list is exhausted. There are three more notices received after 9.30 a.m. For the time being, I shall call those names.

DR. K.S. MANOJ (Alleppey): Sir, NACO has given green signal to install Condom Vending Machines in our university campuses. Delhi State AIDS Control Society has installed Condom Vending Machines in JNU and Delhi University Campuses. By "the overwhelming response", as stated by the Chairperson of the Delhi State AIDS Control Society to the venture, the NACO has decided to install this machine in the other campuses also.

Sir, the installation of Condom Vending Machines in the campuses give a false message to the students and will promote free sex in the campus and will add more to the menace of HIV/AIDS.

Sir, Condom is not 100 per cent safe against HIV/AIDS and also gives a false sense of security. This move is actually an insult to our nation's culture and heritage. So, I urge upon the Government to revoke the move to install Condom Vending Machines in the campuses and prevent cultural decline of our universities.

[Translation]

CHAUDHARY LAL SINGH (Udhampur): Mr. Chairman, Sir, through you, I would like to draw the attention of the Government towards a very important issue. As you are aware that at the time when terrorism was spreading in the entire country, particularly in Jammu and Kashmir and Punjab, Home Guard was constituted to deal with the problems. These people had to work for 13 days in a month and were paid for those 13 days only. At the time when militancy started raising

its head in Jammu and Kashmir, the Union Government issued orders to deploy SPO and VDC over there. The Union Government had taken it upon itself to bear their expenses. The Village Defence Committees that were constituted, came forward to fight against militancy. Thousands of people were recruited, many died out of them and some are laying their lives even today. They curbed militancy in mountain regions as well as other far-flung areas, where it was impossible to reach otherwise.

[English]

MR. CHAIRMAN: You please mention as to what is your demand.

[Translation]

CHAUDHARY LAL SINGH: He must read my demand and he will understand everything. The SPO and VDCs, which were deployed by the Home Ministry are not being given their salaries and uniforms at present. They are paid very little. If there is any casualty then their family members do not get any compensation because they are not constables. They were 20 years old at the time of recruitment. 15 years have elapsed since then and they have become 35 years old. Some of them have left and some are still alive but they cannot work in police today because they have become overage now. It is my humble request to him that this is a very serious matter, these persons should be given jobs in the companies that have been set up by the Union Government in Jammu and Kashmir. These people have become overage and as they have fought against militancy even their homes are not safe. Therefore, it is my humble request that these people should be recruited in security forces.

SHRI MUNSHI RAM (Bijnor): Mr. Chairman, Sir my constituency is a part of western Uttar Pradesh. I would like to inform the House with a heavy heart that although

the entire western Uttar Pradesh is the biggest sugar producing region but the farmers are not getting full value of their sugarcane production. At present the Government of Uttar Pradesh has decided a price of Rs. 115-120 per quintal, which is injustice to the crores of farmers cultivating sugarcane. Besides sugar, some other by-products of sugar like Sheera is being sold at Rs. 300 to 500 per quintal and khoyee at Rs. 150 per quintal. Besides that the waste (Maile) is also sold at Rs. 100 per quintal. In such case, it is not at all justifiable to give the farmers a price of Rs. 150 per quintal. Besides this, a high level Committee should also be constituted to investigate as to why the sugar mill owners do not pay the farmers full price of their sugarcane. The sugar mill owners show the availability of sugar in sugarcane at around 20 per cent less with a view to incur loss to the government revenue. The computerized weighing machines of sugar mills are of such kind that it is possible to make any kind of changes in them these computer programmes should be regularly inspected so that this kind of manipulation can be checked. The Sugarcane producing farmer is suffering on both the fronts. Due to non-availability of power the farmer has to irrigate his crop by running diesel engine which costs him Rs. 35 per litre to run the same. Therefore, through you, I would like to demand from hon'ble Minister of Agriculture that justice should be done to crores of farmers cultivating sugarcane.

[English]

MR. CHAIRMAN: The House stands adjourned to meet again at 11 a.m. on 21st December, 2005.

20.26 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, December 21, 2005/  
Agrahayana 30, 1927 (Saka).*

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