

# **LOK SABHA DEBATES**

## **(English Version)**

**Thirteenth Session**  
**(Fourteenth Lok Sabha)**



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**LOK SABHA SECRETARIAT**  
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**Shri P.D.T. Achary**

# LOK SABHA DEBATES

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## LOK SABHA

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*Monday, March 10, 2008/Phalgun 20, 1929 (Saka)*

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

*[MR. SPEAKER in the Chair]*

*[English]*

*...(Interruptions)*

MR. SPEAKER: Hon. Members, let me make an announcement. This has nothing to do with your matter.

*...(Interruptions)*

*[Translation]*

MR. SPEAKER: Please sit down.

*...(Interruptions)*

11.02 hrs.

### REFERENCE BY THE SPEAKER

#### Commonwealth Day

*[English]*

MR. SPEAKER: Hon. Members, today is the Commonwealth Day, which is celebrated across the Commonwealth annually on the second Monday in March. It is marked by a multi-faith service in Westminster Abbey, normally attended by Her Excellency Queen Elizabeth II, Head of the Commonwealth, along with the Commonwealth Secretary-General and Commonwealth High Commissioners in London.

Let us on this occasion, rededicate ourselves to the cause of the Commonwealth, that is, fostering international peace and security; democracy, liberty of the individual and equal rights for all; and eradication of poverty, ignorance and disease.

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*...(Interruptions)*

*[English]*

MR. SPEAKER: I have received several notices for suspension of Question Hour on certain incidents which are said to have happened in Delhi.

*...(Interruptions)*

MR. SPEAKER: The notices that I have received relate to Delhi incidents. I am not stopping anybody and I am not stopping anything but let me make certain statement.

*...(Interruptions)*

*[Translation]*

MR. SPEAKER: Malhotra Sahib, I am talking only about the notice that I have received, nothing else. I have not stopped you.

*...(Interruptions)*

*[English]*

MR. SPEAKER: I have received a notice from Prof. Ram Gopal Yadav about his Party Office being attacked in Rampur. Now, my earnest request to all the hon. Members is let the Question Hour go on because we had only two days of Question Hour. So let Question Hour go on. I shall certainly give opportunities to all the hon. Members who have given notices immediately after the Question Hour.

*...(Interruptions)*

MR. SPEAKER: I will give you chance after Question Hour.

*...(Interruptions)*

MR. SPEAKER: You are a senior Member. Please do not violate the rules. Thank you very much.

Q.141 – Shri Iqbal Ahmed Saradgi.

11.04 hrs.

### ORAL ANSWERS TO QUESTIONS

*[English]*

#### Pricing of Spectrum

\*141. SHRI IQBAL AHMED SARADGI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:



(a) whether the policy regarding pricing of spectrum licences has been finalised;

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

(c) whether the Government has received some suggestions/representations for a fair and equitable spectrum policy from different quarters; and

(d) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI A. RAJA): (a) to (d) A Statement is laid on the Table of the House.

#### **Statement**

At present the service providers are paying spectrum charges based on percentage/share of Adjusted Gross Revenue (AGR). The pricing of spectrum is reviewed from time to time, taking into account various relevant aspects, and suggestions thereof.

In order to ensure optimum use and equitable allotment of scarce spectrum resource, the criteria for allotment of spectrum are based on the number of subscribers in an operator's network and their usage of network. These criteria are reviewed from time to time taking into account relevant factors and technological developments.

SHRI IQBAL AHMED SARADGI: Sir, part 'c' of Q. 141 has not been properly replied to by the hon. Minister. Due to lack of proper decision, there is deadlock between the Government and various sections of the telecom industry over the pricing and the allocation of spectrum. So, I would like to know whether any steps have been taken by the Government to find out any solution in regard to pricing and the allocation of spectrum to various agencies.

SHRI A. RAJA: Sir, so far as allocation of spectrum is concerned, as has been observed by the hon. Member, the Cellular Operators Association, which is a body consisting of private operators, had a grievance that the additional spectrum has to be allocated according to the old and existing norms. The matter was referred back to the Telecom Regulatory Authority of India (TRAI) in which a new subscriber base was given. They resisted saying that the new subscriber base should not be adopted by

the Ministry. So, with abundant caution, the matter was again referred to the Telecom Engineering Centre (TEC), a scientific body, which is available in the Ministry itself. The TEC's recommendation was for higher base as compared to the recommendation made by the TRAI.

In order to arrive at an amicable solution, the Ministry took a decision, for the time being, as an interim relief, the recommendations of the TRAI can be taken into account. Accordingly, spectrum has been allocated to all eligible operators in keeping with the recommendations of the TRAI with the condition that a larger Committee will be constituted. Future recommendations are being awaited. Once the new Report of the Committee comes, the Government will act accordingly.

MR. SPEAKER: I think, the hon. Minister has answered it.

SHRI IQBAL AHMED SARADGI: Sir, it has appeared in the Press that the personal opinion of the Minister is that auction is the solution to settle all ambiguity and controversy. I would like to know if the Government has any concrete policy to finalise the pricing and allocation of spectrum.

SHRI A. RAJA: Sir, there are two aspects in regard to auction. One is the legal and the other is the practical aspect. In terms of the legal aspect, in 1994 when the cellular operators came into existence in India at that time licences were auctioned. Auction of spectrum was conducted at that time. It failed miserably. Persons who were allocated spectrum based on that auction were not able to roll out the obligations since the price was high. They negotiated with the Government. Accordingly the Government had entered into an amicable solution on the basis of revenue sharing. So, in 1994 itself it was proved that the auction method was not feasible and possible.

Sir, on the other side, there are legal complications as well. In 1994 all the private operators got initial spectrum free of cost. Now if Government insists that the spectrum should be auctioned, the new licence holder, the new applicant are fighting before the courts and continuously are sending legal notices to the Department saying it is discriminatory, arbitrary and is capricious. To avoid legal complications, the method that was being adopted earlier is going to be adopted in future also and now also the same method is being followed.

SHRI RUPCHAND PAL: Allocation and pricing of spectrum is urgently required for the development of the telecom sector, particularly the mobile sector which is acquiring new dimensions and this is confusing the common public. The views of the DoT differs from that of the TRAI; the views of the TRAI differs from that of the TEC and the views of the TEC differs from that of the Vigilance. Meanwhile, a report has come that the Ministry of Defence is not going to release their necessary spectrum because the DoT is not in a position to construct an alternative landline. In such a scenario we are spoiling the whole potential of the mobile sector in our country. The Government is actually without any guidelines and any sort of policy to find a solution to this problem. I would like to know as to when the TRAI is going to find a solution to this problem.

SHRI A. RAJA: Sir, with due respect to the hon. Member I would like to mention here that, I do not think that there is no guideline. There is adequate and sufficient guideline available in the Ministry. The issue of allocation of spectrum to the operators is always being disputed. I can put it in other way. How many telephones could have been operated in the 1960s, 70s and 80s with a spectrum of one mega hertz with the help of a technology which was available in those days in other countries? That cannot be equated now. New technologies are available which can give optimal usage of the spectrum in terms of the auction. If new technology is adopted, then in the present context spectrum can be used optimally. The Government is insisting on the operators to go for new technologies and if the operators go for new technology, then the price will be minimized. Guidelines are available. A few weeks back additional spectrum were allocated to the existing operators.

MR. SPEAKER: Let us practice brevity.

SHRI B. MAHTAB: At present, in our country we have two types of technologies—the CDMA and the GSM. I would like to know whether the Government is aware that the Telecom Regulatory Authority has recommended to prescribe spectrum allocation beyond what is mandated in the licence while the mobile firms are vying with one another to get more allocation of spectrum which is not the demand of their subscribers' base.

SHRI A. RAJA: Sir, when a licence is issued to an applicant, the condition is that the initial spectrum will be up to 4.4, there will be an additional spectrum of 2.2 and putting them together it will come to 6.2 which is the

contractual obligation existing between the applicant and the Government. Beyond 6.2, of course it is true that there is no contractual obligation between the Government and the operator. However, in order to enhance the subscriber base and in order to meet the needs of the people, during the earlier Governments, a decision was taken that, as and when the operators would reach the subscriber base as contemplated in the guidelines, we will be giving additional spectrum like one or two mega hertz as per TRAI recommendations.

MR. SPEAKER: The Question relates to pricing.

SHRI P.S. GADHAVI: Sir, the hon. Minister, in his reply, has stated as:

"In order to ensure optimum use and equitable allotment of scarce spectrum resource, the criteria for allotment of spectrum are based on the number of subscribers in an operators network and their users network. These criteria are reviewed from time to time taking into account relevant factors and technological developments."

I would like to know from the hon. Minister when these criteria have been reviewed and after the renewal procedure, whether equitable allocation was made of scarce spectrum resources or not and if so, to whom?

MR. SPEAKER: This does not arise out of this Question. Please say whether review has been made or not.

SHRI A. RAJA: The review has already been made by TRAI in August, 2007 and it has been implemented.

#### **Reduction in Mobile Telephone Charges**

\*142. <sup>+</sup>SHRI RUPCHAND MURMU:  
SHRI DUSHYANT SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to formulate a policy in order to reduce the mobile telephone charges from their present levels in the country;

(b) if so, the details thereof;

(c) the time by which it is likely to be finalised;

(d) whether the Government has a proposal to increase the number of telephone connections to the villages during the years 2008-09 and 2009-10; and

(e) if so, the targets set therefor, State-wise?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI A. RAJA): (a) to (e) A Statement is laid on the Table of the House.

**Statement**

(a) The Government does not fix the telecom tariff. The same is regulated by Telecom Regulatory Authority of India (TRAI).

(b) and (c) Do not arise in view of (a) above.

(d) and (e) Yes, Sir. Government through BSNL, a public sector company of the Government of India, has undertaken the task of increasing teledensity in the rural areas. The State-wise targets are fixed year-wise and the same for year 2008-09 are given in the Annexure. The targets for the year 2009-10 would be fixed in due course.

**Annexure**

*Proposed Target of BSNL for GSM Connections in Rural Area for Financial Year 2008-09*

Sl.No.	Name of Circle	Rural Connection Target
1	2	3
<b>NORTH ZONE</b>		
1.	Haryana	128100
2.	Himachal Pradesh	106500
3.	Jammu and Kashmir	24400
4.	Punjab	268400
5.	Rajasthan	219600
6.	Uttar Pradesh (E)	244000
7.	Uttar Pradesh (W)	73200
8.	Uttaranchal	36600
Sub Total		1100800

1	2	3
<b>EAST ZONE</b>		
9.	Andaman and Nicobar Islands	7500
10.	Assam	54800
11.	Bihar	61000
12.	Jharkhand	48800
13.	North East-I	27300
14.	North East-II	27300
15.	Orissa	97600
16.	West Bengal	146400
17.	Kolkata TD	24400
Sub Total		495100

**WEST ZONE**

18.	Chhattiegarh	61000
19.	Gujarat	146400
20.	Madhya Pradesh	48800
21.	Maharashtra	256200
Sub Total		512400

**SOUTH ZONE**

22.	Andhra Pradesh	201000
23.	Karnataka	61000
24.	Kerala	207200
25.	Tamilnadu	115800
26.	Chennai TD	22900
Sub Total		607900
Total		2716200

SHRI RUPCHAND MURMU: Sir, I want to know whether the Government has decided to withdraw the roaming charges across the country and if so, when is it likely to be withdrawn.

SHRI A. RAJA: Sir, in the broad sense, there is no tariff fixation in the country. TRAI has put most of the

Telecom Tariffs under forbearance. If there is healthy competition, automatically tariff will come down as per the policy of TRAI. Accordingly, the customer protection guidelines were issued by TRAI and the Consumer Protection and Redressal of Grievances Regulations, 2007 came into existence in which some criteria were fixed for landline and other charges. At present, there is no proposal either in the Government or there is any proposal which has been referred to TRAI to revise the roaming charges. However, the operators are at liberty to change their packages.

SHRI RUPCHAND MURMU: Private cellular companies are providing many facilities such as lower monthly rentals, lower pulse rates, etc. whereas BSNL has failed to provide such facilities to attract the customers. I want to know whether the hon. Minister is planning to provide such facilities to their customers and if so, I would like to know the details of such facilities which are likely to be provided.

SHRI A. RAJA: As I have already put it, the operators are at liberty to give packages in which SMS can be made free or roaming charges can be reduced.

MR. SPEAKER: He is asking about BSNL.

SHRI A. RAJA: Sir, the BSNL Board has to decide all these things. As operators, they have to compete with private operators. They are at liberty to do it.  
...(*Interruptions*)

SHRI DUSHYANT SINGH: I would like to put a question to the hon. Minister regarding reduction of mobile charges.

TRAI is a regulator and Bharat Sanchar Nigam Limited owning 99 per cent is owned by the Government. The Universal Service Obligation Fund (USO Fund) which amounts to about Rs. 15,000 crore is lying idle in the kitty. Even though it is lying idle in the kitty, the teledensity in the rural hub or rural areas of States like Rajasthan and other places are not being provided with proper telecommunication facilities. The phone hangs up. There is a problem for the *aam admi*. What is happening to the Universal Service Obligation Fund of Rs. 15,000 crore, which is lying idle with the Government? When is the Government thinking of reducing the Access Deficit Charges as proposed by the TRAI?

MR. SPEAKER: This is wholly unrelated. Yet, I allow it.

SHRI A. RAJA: It is true that Funds to the tune of Rs. 15,000 crore have been collected as universal Service levy in USO Fund. But it is not correct to say that the entire Rs. 15,000 crore is lying with the Government unspent. Out of this Rs. 15,000 crore, Rs. 5,697 crore have been allocated for the rural telephones. The USO Fund, the Member may be aware, is being used for four or five purposes, like (1) Operation and maintenance of existing village public telephones (VPTs); (2) Replacement of Multi Access Radio Relay; (3) Provision of VPT facility in uncovered villages; (4) Provision of rural community phones; (5) installation of Rural Direct Exchange Line, RDELs. The USO Fund is utilised for all these activities. Of course, Rs. 5,000 and odd crores have been spent for this purpose. The remaining Rs. 9,000 and odd crores is with the Finance Ministry, for which tenders are being called for and it will be spent for the forthcoming schemes of USO Fund.

MR. SPEAKER: The hon. Minister knows everything.

KUMARI MAMATA BANERJEE: Sir, the BSNL is the public undertaking.

[*Translation*]

Mr. Speaker, Sir, though BSNL and MTNL are public sector undertakings but the lines are often not connected in their networks.

[*English*]

We want reduction in rates because mobile phone has become an essential commodity. There is no monitoring system and there is no control. The Government has to see to it that there is some monitoring system. It does not work when some instances take place.

Secondly, I seek your protection.

MR. SPEAKER: Vice versa!

KUMARI MAMATA BANERJEE: Now, it is not working because it is switched off.

Otherwise also we are not able to talk because our phones are totally tapped. We are not able to talk even one line. I have received this mobile phone for official purpose. This is the BSNL mobile. I would like to know from the hon. Minister as to why our phones are being tapped. I would like to know whether the Government of India, particularly the Home Ministry has given permission for this. ...(*Interruptions*)

I seek protection from the hon. Speaker because it is our privilege. The police taps our phone line by line. If it is true, I would like to know from the Government whether the Government will inquire into the matter. Members of Parliament's land line phones as well as mobile phones are being tapped. They tap the phones of even the Press and the media. The Government can, of course, tap the phones of criminals. If you are tapping the phones of Members of Parliament, then say clearly that we are criminals and that is why you are tapping our telephones. We are not able to talk even one line. So, please see that there is some monitoring system.

When I am compelling, then you must inquire into the matter and take appropriate action.

MR. SPEAKER: Hon. Member, please take your seat.

Mr. Minister, the hon. Member has raised an important matter of tapping of telephones of Members of Parliament. If you have an answer, then reply to that. This question of the hon. Member does not arise out of the main Question. Considering the seriousness of the issue, I am allowing this.

Are you tapping the telephones of Members of Parliament?

SHRI A. RAJA: Not at all.

KUMARI MAMATA BANERJEE: Did the State Government take your permission? I am challenging it.

MR. SPEAKER: Hon. Member, you put a separate question. I will allow you.

KUMARI MAMATA BANERJEE: Sir, sometimes we do not get the opportunity. I will lay this mobile phone on the Table of the House. I would request the Government to inquire into the matter. The Leader of the House is present here. So many times we have raised this issue in the State Assembly also. We are not able to talk even one line.

MR. SPEAKER: Hon. Member, you write to me. I will direct an inquiry to be made in this matter.

KUMARI MAMATA BANERJEE: I have already written to the Home Ministry, the Government of India. Our Party's Member of Parliament, Shri Dinesh Trivedi, had already written a letter in this regard. But nothing is being done.

We are not able to talk even one line. What is the use of this phone?

MR. SPEAKER: Hon. Member, you please write to me. It is about violation of Members' rights.

...(Interruptions)

MR. SPEAKER: Hon. Member, I assure you that if any such complaint comes to me, I will compel the Government to hold an inquiry, and make a report to the House itself. Therefore, please write to me. I shall take it up.

I promise and assure every hon. Member that it will be my duty to see that a proper investigation is made. If anybody is guilty, if that is there, he or she should be punished. Therefore, please give me that opportunity. I will certainly take it up with the Government.

...(Interruptions)

MR. SPEAKER: This matter really does not arise out of the Question. But as the hon. Member feels strongly, I have allowed it. However, I assure you that I shall wait for the compliance.

SHRI C.K. CHANDRAPPA: There is a Statement attached to this Question regarding the proposed target of BSNL for GSM connections in rural areas for the next year. In the rural areas, especially in the hilly areas, the BSNL is giving WILL connection. I would like to know whether the Government has received complaints saying that those who are having that connection hardly find it useful because it does not help them to contact people. But they are to pay, according to your rules, even without getting signals. I would also like to know whether the Government would take such steps so that you improve your technology and they will get the connection. Or, you do not give this connection at all.

MR. SPEAKER: Shri Chandrappan, you are going much beyond the scope of the Question.

SHRI A. RAJA: Usually, complaints are being dealt with in the Circle level. If the hon. Member is having any specific grievance in his Circle, let me know what types of difficulties are there. Then, I will look into it.

#### **Re-Inventing EPF India Programme**

\*143. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Employees Provident Fund Organisation (EPFO) had embarked upon a massive project to inter-link all Employees Provident Fund (EPF) Offices of the country under the scheme 'Re-inventing EPF India' to provide on-line access to all the subscribers of EPF;

(b) if so, the status of the project alongwith the funds allocated and spent on the project since its inception, year-wise;

(c) whether the deadline fixed for completion of the project could not be met; and

(d) if so, the details thereof and the reasons therefor indicating the deadline fixed and the cost over-run due to delay in implementing the project?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) to (d) A statement is laid on the Table of the House.

#### **Statement**

The Employees' Provident Fund Organisation launched a project in 2001 called 'Re-Inventing EPF India' in order to provide world-class service to its stakeholders by revamping the accounting procedure, business process, etc., which would enable the claims to be settled within 2-3 days, ensure improved compliance and provide service on 'Any-time Any-where' basis.

The consultants appointed for this work delivered their report on 'Business Process Re-engineering', 'System Design Document', 'Software Requirement Specifications', etc. The application software was also delivered. On exhaustive user testing and field-testing, the application was found to be needing considerable improvements. To set right the deficiencies, the consultants asked for changes in contract and financial compensation. The Central Board of Trustees, Employees' Provident Fund considered the above and have given directions to explore alternate options and also to take legal opinion as regards the present situation.

The reasons for delay are the delayed submission of some milestones by the consultants as well as time taken for various approvals. M/s Siemens Information Systems

Limited (SISL) were engaged as consultants for the Project for an amount of Rs. 6,67,47,000/-. Apart from this, no other cost estimates were finalised. The total expenditure incurred on the project upto 31.03.2007 is about Rs. 51 crore. The expenditure on the project has been met from normal revenue expenditure budget heads and there has not been any specific allocation. As such there has not been any cost overrun. The details of year-wise expenditure are at Annexure.

#### **Annexure**

##### *"Re-inventing EPF India" Project*

##### *Expenditure on consultants, hardware, software, networking and SSN (Year-wise break-up)*

##### *Project Expenditure: Consultants (SISL)*

S.No.	Year	Amount (in crore)
1.	2001-02	0.13
2.	2002-03	0.13
3.	2003-04	0.76
4.	2004-05	0.49
5.	2005-06	0.75
6.	2006-07	0.64
TOTAL		2.90

##### *Project Expenditure: Hardware, Software, Networking And SSN*

S.No.	Year	Amount (in crore)
1.	2001-02	0.03
2.	2002-03	0.18
3.	2003-04	12.50
4.	2004-05	6.97
5.	2005-06	13.09
6.	2006-07	15.20
Total		47.9

Total expenditure: Rs. 50.87 crore

*[Translation]*

SHRI GIRDHARI LAL BHARGAVA: Mr. Speaker, Sir, a half page advertisement was published in almost all the newspapers with a photograph of hon. Minister captioned EPFO Delivers and it stated that it would be implemented from the year 2001 to provide this service all over the world. There were some shortcomings in it. I would like to ask the hon. Minister whether those shortcomings have been removed? If not, the time by which these are likely to be removed. This is my first question.

*[English]*

SHRI OSCAR FERNANDES: We had a very ambitious programme to computerize the entire Provident Fund System so that our subscribers would get the best of service whereby anywhere, any time, they could access the account. Also, the ambitious programme was that after submitting the claim, within three days, a subscriber could get the benefits. However, after seven years of going into this project, we have found that the Company, M/s Siemens Information Systems Limited, have not been able to give us the required software. So, we are reassessing the thing. After that, we will be able to take a decision. I assure the Member that we are doing our best to find a solution.

*[Translation]*

SHRI GIRDHARI LAL BHARGAVA: Sir, through you, I would like to submit to the hon. Minister that a substantial amount of funds has been spent on it which was released by the hon. President under social security number – SSN. Who would be held responsible for spending this money of poor people? This scheme was implemented during the regime of Bhartiya Janata Party and now when Congress Party has come to power, this scheme has been discontinued. Therefore, I want to know as to when the social security rules will come into force. I request him to state clearly as to when he is going to fulfil the commitments made to the employees.

*[English]*

SHRI OSCAR FERNANDES: As of today, we are able to settle the claims of our workers within 30 days. Our objective was to do it within three days. Money has been spent. Almost, about Rs. 3 crore has been spent for getting the services. A total amount of Rs. 50 crore

has been spent on hardware and software consultancy as well. But, even as of today, what we envisage, we are not able to get.

So we are having a review. We have sought the services of NIC and with the help and cooperation of our Minister of Communications and Information Technology, NIC has come forward to provide us the necessary technical service.

SHRI VARKALA RADHAKRISHNAN: Mr. Speaker, Sir, there is a lot of complaints from the subscribers of EPF about the interest that is given. If you link all the EPF offices together, will there be any benefit for the workers in the matter of interest?

SHRI OSCAR FERNANDES: Sir, this is a separate question.

SHRI VARKALA RADHAKRISHNAN: As the Government has envisaged on a big project linking all the offices, will there be any interest benefit given to the workers also?

SHRI OSCAR FERNANDES: Sir, the question of interest is based on how much interest we are getting. That is divided and given to the workers. But this is a separate project whereby we want to extend the benefits to workers.

*[Translation]*

#### **Interest Free Loans To Sugar Mills**

\*144. SHRI CHANDRA MANI TRIPATHI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has decided to grant interest free loans to the sugar mills to help them pay their dues;

(b) if so, the details thereof;

(c) the details of the amount various sugar mills in the country owe to the farmers, State-wise;

(d) the number of years the said amount remains outstanding; and

(e) the details of the loans provided to the sugar mills after the decision has been taken?

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH):  
(a) to (e) A Statement is laid on the Table of the House.

**Statement**

(a) and (b) The excess production of sugar in 2006-07 and anticipated high production of sugar in 2007-08 sugar seasons resulted decline in open market prices of non levy sugar. The open market prices declined by about Rs. 450-600 per quintal in 2006-07 sugar season. In order to ensure that high production of sugar does not lead to mounting cane price arrears thereby causing distress to farmers, the Central Government has taken a number of measures to help the sugar industry and sugarcane farmers. The 'Scheme for Extending Financial Assistance to sugar undertakings 2007' has been announced by the

Government vide notification dated 7th December, 2007, to give loans from the banks to the sugar mills - private, public and cooperative sector. Under the scheme, the loans to sugar factories will be granted equivalent to the notional Central Excise Duty payable on total production of sugar during 2006-07 and 2007-08 sugar seasons to clear cane price arrears of 2006-07 season and cane price of 2007-08 season relating to Statutory Minimum Price (SMP) of sugarcane fixed by the Central Government. The scheme provides full interest subvention limited to 12%.

(c) and (d) The State-wise details of cane price arrears of 2007-08 sugar season and earlier sugar seasons are given in the Annexure.

(e) As per information received from National Bank for Agricultural and Rural Development (NABARD) and other scheduled commercial banks, an amount of Rs. 2482 crores has already been sanctioned to sugar factories.

**Annexure**

*State-Wise Cane Price Arrears of 2007-08 and earlier Sugar Seasons as on 15.12.2007 as Reported by State Governments/Sugar Factories*

(Rs. in lac)

Sl.No.	State	Balance cane price payable as on 15.12.2007 for 2007-08 sugar season	Arrears of cane price as on 15.12.2007	
			2006-07 sugar season	2005-06 and earlier sugar seasons
1	2	3	4	5
1.	Punjab	5779.11	0.00	0.00
2.	Haryana	4159.08	142.68	0.00
3.	Uttar Pradesh	8710.18	110625.45	8455.02
4.	Uttarakhand	0.00	4161.33	0.00
5.	Madhya Pradesh	0.00	779.30	663.04
6.	Gujarat	4669.85	35.24	38.38
7.	Maharashtra	28876.49	14257.10	4040.19
8.	Bihar	0.00	6303.75	4309.52



1	2	3	4	5
9.	Andhra Pradesh	10658.74	112.00	3495.46
10.	Karnataka	9362.83	7876.98	2678.00
11.	Kerala	0.00	0.00	384.74
12.	Tamil Nadu	10473.39	5386.94	215.23
13.	Orissa	328.46	0.00	0.00
14.	West Bengal	0.00	0.41	0.00
15.	Puducherry	0.00	206.00	0.00
16.	Goa	118.33	0.00	0.00
All India Total		83136.46	149887.18	24279.58

*[Translation]*

SHRI CHANDRA MANI TRIPATHI: Mr. Speaker, Sir, the hon'ble Minister has replied that the anticipated high production of sugar during the year 2007-08 has resulted in the decline of open market prices of non levy sugar by about Rs. 450-600 per quintal. A number of steps have been taken to ensure that this does not affect the remunerative prices payable to the sugarcane growers. But his reply indicates that all efforts have been made to help factory owners. There is no mention of any scheme which could benefit the sugarcane growers.

I would like to know from the hon. Minister the benefits that accrued to the sugarcane growers where there was production of bumper crop and the prices of sugar declined as a result thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): Mr. Speaker, Sir, decline in prices will not benefit the growers. The complaint is that the prices have been declining and the growers are not getting its benefit. It is wrong that the Government has taken steps to benefit the sugar mills only. There is a pre-condition in the scheme that are excise duty funds provided to the sugar mills would be utilized to clear the arrears of the sugarcane growers. It cannot be utilized for any other purpose. Hence this arrangement has been made to make payments to the growers, which is their responsibility.

SHRI CHANDRA MANI TRIPATHI: Mr. Speaker, Sir, there was bumper crop of sugarcane and the mill owners stopped procuring sugarcane from the growers which forced the growers to burn the crop in the fields itself. State Governments, especially, the Madhya Pradesh Government requested the Central Government to make some arrangement so that the big mill owners procured the crop from the growers so that they were not forced to burn their crop in the fields. However, the Central Government kept quiet on this issue.

I would like to know from the hon. Minister as to what efforts will be made in this regard?

SHRI SHARAD PAWAR: Mr. Speaker, Sir, it is the responsibility of State Governments. Some State Governments have taken steps to help the growers where sugarcane crushing was not possible *e.g.* Karnataka Government disbursed an amount of Rs. 125 crore to the growers where crushing could not take place. Likewise, Maharashtra Government disbursed Rs. 134 crore for compensation at the rate of Rs. 25 thousand per hectare to the growers. Several other States have also given compensation. If it has not been given in any State, the concerned State Government is responsible for that. The Central Government has provided all possible assistance for compensation. It has owned the responsibility to disburse more than Rs. 3000/- crore and more funds have been provided through sugar mills to make payments to sugarcane growers.

SHRI MOHAN SINGH: Mr. Speaker, Sir, the Central Government had evolved a scheme under which interest free loan was to be granted to sugar mills to clear the cane price arrears outstanding against them for the last two-three years. However, the situation in Uttar Pradesh is still grim as last year's cane price to the tune of Rs. 900 crore is yet to be paid. Not a single penny has been paid to the growers in this year's crushing season. Besides, the Government has reduced the last year's Minimum Support Price by Rs. 15. Sugarcane growers of Uttar Pradesh are facing a very difficult situation. I would like to ask the Central Government especially the Minister of Agriculture as to what are the reasons for not making payments to the growers despite the assistance given by the Government and what action is being taken to pay the arrears at the earliest?

Besides during this year 11 public sector sugar mills have been closed down. No crushing was done in those mills. Who is going to pay the arrears of the previous years. Would the Government write to the State Governments to reopen those sugar mills which were closed during the current year?

SHRI SHARAD PAWAR: Mr. Speaker, Sir, as far as arrears of cane prices are concerned, if there is any place in the country where maximum arrears are due, then it is in Uttar Pradesh. In Uttar Pradesh, arrears worth Rs. 1106 crore are due for the year 2006-07 and nothing can be said about the current year because the financial year is not yet over. According to the information available so far, an amount of more than Rs. 87 crore is to be paid to them. The Government has made some arrangements to clear the said payments, and many sugar mills have reaped its benefit and have made some payments.

As far as Uttar Pradesh is concerned, there are three types of sugar mills there, *i.e.* Private Sugar Mills, co-operative sugar mills and those sugar mills where entire management is in the hands of the Uttar Pradesh Government. So far as those sugar mills are concerned whose management is in the hands of the Government of Uttar Pradesh, they are required to make the payments. So I have raised this issue at my level and urged them to take immediate action for giving proper prices to the sugarcane growers. All these things have been brought to their notice. As far as the responsibility for cane crop is concerned, hon. Minister has been called to Delhi to decide the matter. He said that they are taking several steps and arranging money. They have taken certain steps

and have told them that stern action would be taken against some mills. As far as I know, the Mill owners approached the court and obtained stay when strict action was proposed to be taken against them. There have been some changes with regard to the stay obtained from the court. In its order, the court has asked to pay certain sum of money and has withdrawn its stay order. As per law, if the payment is not made within 14 days, then it is the responsibility of the Mill owners to pay 15 percent interest. If they do not obey this also, then the Collector is given the authority to recover the money through arrears of revenue. The collector is required to take action in this regard. We have placed this thing before the Uttar Pradesh Government.

*[English]*

SHRI S.K. KHARVENTHAN: Mr. Speaker, Sir, as per the written answer submitted by the hon. Minister, the balance cane price payable as on 15.12.2007 for Tamil Nadu is Rs. 10473.39 lakh; and for 2006-07 the arrears is Rs. 5386.94 lakh. Earlier, the arrears for 2005-06 were Rs. 215.23 lakh. I would like to know from the Minister, through you, what steps the Government is going to take for early disposal of these arrears.

SHRI SHARAD PAWAR: It is the full responsibility of the State Government in respect of the mill-owners to take appropriate action; just to create a sort of atmosphere where the mills can provide this money. One has to accept one thing. There is too much production in the country in the last two years. The country's requirement is nearly 190 lakh tonnes but in the last two years, practically, we have produced more than 260 lakh tonnes per year. There is too much stock also. That is why, market has been totally collapsed. It has not only collapsed within the country but it has collapsed internationally also. It is because of too much production in India and Brazil, the international market has also totally collapsed. In such a situation, just to save farmers, a number of steps have been taken by the Government of India. We have kept a buffer stock of 50 lakh tonnes where the entire burden is taken by the Government of India. We have introduced some financial support for export. A lot of money has been provided for export purposes plus interest-free loan has been provided by the Government of India. It is the responsibility of every State Government, including Tamil Nadu, that they have to take advantage of the scheme, and they have to see that each and every pie of the farmers has been paid.

MR. SPEAKER: I think, the position is clear. Supplementaries are going much beyond.

SHRIMATI MANEKA GANDHI: I would like to thank the hon. Minister for giving such a comprehensive reply. In my constituency Pilibhit, which is completely dependent on sugar, there is one mill which owes Rs. 24 crore from last year. It has been given a recovery certificate; it has even been sealed. It has not made any difference. What I want to ask is this. Is it possible for us to auction or to give the sugar that is lying inside the mill to the farmers? It is because, they are ready to take it rather than the money which they will never get. This is the Bajaj Chini Mill which throughout Uttar Pradesh has not paid its dues to anybody but has a huge stock of sugar within the mills.

MR. SPEAKER: Mr. Minister, would you like to respond?

SHRI SHARAD PAWAR: Certainly, the State Government and the District Collector has got every right to take appropriate action including disposing of either stock or even machinery.

*[Translation]*

DR. LAXMINARAYAN PANDEY: Sir, on the one hand competition between sugar mills is increasing and on the other hand there are private mills as well as co-operative mills. Government sugar mills in various States are under a lot of pressure as they are unable to get adequate prices in spite of production. In a state of competition, the production of large sugar mills is more and the production cost is less. The Government has tried to save the co-operative sugar mills along with the government sugar-mills and provided them loan without interest and assistance also. But inspite of having modern machinery, property work, crores of rupees is getting destroyed. Does the Government intend to formulate any special scheme or take some measures to save those mills which are running on co-operative basis and are doing good business and making good production?

SHRI SHARAD PAWAR: Sir, in my reply, I have answered about all the facilities that are being given to the sugar mills but along with this a separate decision has been taken regarding the cooperative mills.

*[English]*

That decision has been implemented through NABARD. NABARD has been instructed by the Government of India and ultimately NABARD has prepared, in consultation of the Food Ministry, one detailed scheme for rehabilitation of all these cooperative mills where resettlement has been provided between 5 years and 15 years; interest subvention has been provided; new financial support has been provided. Practically, 80 to 85 per cent cooperative sugar mills have taken advantage in some of the States.

### **New Irrigation Schemes**

\*145. DR. M. JAGANNATH: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has recently announced a new scheme to provide ninety per cent Central assistance to 14 National Projects for harnessing irrigation and hydro power potential in various States;

(b) if so, the details thereof, indicating the number of projects identified for funding under the scheme, State-wise and project-wise; and

(c) the total amount sanctioned under the scheme?

THE MINISTER OF WATER RESOURCES (PROF. SAIF-UD-DIN SOZ): (a) to (c) A Statement is laid on the Table of the House.

### **Statement**

Government of India has decided to take up some projects as National Projects based on the following criteria:

- (i) International projects where usage of water in India is required by a treaty or where planning and early completion of the project is necessary in the interest of the country.
- (ii) Inter-State projects which are dragging on due to non-resolution of inter-State issues relating to sharing of costs, rehabilitation, aspects of power production etc., including river interlinking projects.

- (iii) Intra-state projects with additional potential of more than 2,00,000 ha. and with no dispute regarding sharing of water and where hydrology is established.

The central assistance to be provided to these projects would be 90% of the project cost of irrigation and drinking water component of the project as grant. These projects will be eligible for central grant after techno economic appraisal of the Detailed Project Report by the

Advisory Committee of the Ministry of Water Resources on Irrigation Flood Control & Multipurpose Projects and investment clearance by Planning Commission. The list of the projects falling in above selection criteria selected as National Projects along with details of estimated benefits from these projects is given in Annexure.

The funds to be sanctioned/allocated to these projects as central grant would depend on the estimated cost approved by the Advisory Committee of the MOWR as stated in above paragraph.

### *Annexure*

#### *List of projects selected as National Projects*

Sl.No.	Name of the Project	(1) Irrigation (ha.) (2) Power (MW) (3) Storage (MAF)	State	Justification
1	2	3	4	5
1.	Teesta Barrage	(1) 9.23 lakh (2) 1000 MW (3) Barrage	West Bengal	Projects governed by International treaty having international ramification and projects of strategic importance
2.	Shahpur Kandi	(1) (a) 0.33 lakh in Jammu and Kashmir (b) Stabilization of 3.50 lakh ha. in Punjab (2) 168 MW (3) Barrage	Punjab	
3.	Bursar	(1) 1 lakh (indirect) (2) 1230 MW (3) 1 MAF	Jammu and Kashmir	
4.	2nd Ravi Vyas Link	Harness water flowing across border of about 3 MAF	Punjab	
5.	Ujh multipurpose project	(1) 0.32 lakh ha (2) 240 MW (3) 0.66 MAF	Jammu and Kashmir	
6.	Gyspa project	(1) 0.50 lakh ha (2) 240 MW (3) 0.6 MAF	Himachal Pradesh	

1	2	3	4	5
7.	Lakhvar Vyasi	(1) 0.49 lakh (2) 420 MW (3) 0.325 MAF	Uttaranchal	Projects of Yamuna Basin. Important from environmental, drinking water and Commonwealth games consideration.
8.	Kishau	(1) 0.97 Lakh (2) 600 MW (3) 1.04 MAF	Himachal Pradesh/ Uttaranchal	
9.	Renuka	(1) Drinking water (2) 40 MW (3) 0.44 MAF	Himachal Pradesh	
10.	Noa-Dehang Dam Project	(1) 8000 ha. (2) 75 MW (3) 0.26 MAF	Arunanchal Pradesh	Projects on the international rivers in the North-Eastern States
11.	Kulsi Dam Project	(1) 23,900 ha. (2) 29 MW (3) 0.28 MAF	Assam	
12.	Upper Siang	(1) Indirect (2) 9500 MW (3) 17.50 MAF (4) Flood moderation	Arunanchal Pradesh	
13.	Gosikhurd	(1) 2.50 lakh (2) 3MW (3) 0.93 MAF	Maharashtra	Intra State major project having big irrigation potential and drinking water supply component.
14.	Ken Betwa	(1) 6.46 lakh (2) 72 MW (3) 2.25 MAF	Madhya Pradesh	River Interlinking Project.

DR. M. JAGANNATH: Mr. Speaker, Sir, the Central Government has come out with the list of 14 projects and stated that they are the national projects. In Andhra Pradesh, the projects like Ichampalli, Jurala, SRSP phase II and Vamshadara fit into the criteria to be selected as the national projects. Time and again the Central leaders from the Government of India come and praise the Government of Andhra Pradesh for taking up so many projects which are not going to be completed in the near future and not going to provide one acre of additional irrigation than the existing ones. Two lakh hectares of irrigation is one of the criteria. There are a number of projects...*(Interruptions)*

*[Translation]*

MR. SPEAKER: Dr. Jagannath, You are giving information, you must ask information. This is what is happening these days, we are not able to take more than 4-5 questions.

*[English]*

DR. M. JAGANNATH: Sir, I have not yet put any question...*(Interruptions)*

MR. SPEAKER: That is the problem. You are not putting any question.

DR. M. JAGANNATH: Sir, I am putting the question. I am giving the background. ...*(Interruptions)*

MR. SPEAKER: I do not want any background. I want question.

DR. M. JAGANNATH: Sir, whenever I rise to speak, it is happening to me. ...*(Interruptions)* Before I put my question, you are not giving me any chance to give the background. ...*(Interruptions)*

MR. SPEAKER: What you are committing is a breach of privilege.

DR. M. JAGANNATH: Sir, I am pleading with the hon. Speaker. *...(Interruptions)*

MR. SPEAKER: This is the culture you are developing.

DR. M. JAGANNATH: No, Sir. *...(Interruptions)*

MR. SPEAKER: I am entitled to disallow the questions if they are not relevant. I am requesting you to put your supplementary on the Question right at the moment.

DR. M. JAGANNATH: Sir, my question is this. Though there are many projects in Andhra Pradesh, I would like to know from the hon. Minister as to why not even a single project in Andhra Pradesh has been taken up as the national project. A number of projects in Andhra Pradesh are getting delayed because of the financial crunch at the State level.

PROF. SAIF-UD-DIN SOZ: Sir, we have already announced the criteria. For instance, in respect of the rivers that have international dimension, within a State if you have two lakh hectares potential and if the two States agree to join the rivers, that criterion has been applied, and we selected 14 rivers. Certainly, none of the rivers in Andhra Pradesh has come nearer to this criterion. *...(Interruptions)* Kindly listen to me. We have not debarred any State. Water remains the State subject. The Central Government wants to come to the rescue of the States. *...(Interruptions)*

MR. SPEAKER: Hon. Members, no hon. Member will please walk between the Member speaking and the Chair. I will not allow this in future.

PROF. SAIF-UD-DIN SOZ: If the hon. Member is convinced that there is a river in Andhra Pradesh - he has said about Ichampalli - and if it has the potential of two lakh hectares in respect of irrigation, we are prepared to consider that. All that you have to do is to prepare the DPR. No situation has been excluded against this criterion. So, you are welcome. Please prepare the DPR and send it to us. We will examine it. Certainly we shall do that.

DR. M. JAGANNATH: Sir, in the recently presented General Budget, the hon. Finance Minister has made an announcement to constitute the Irrigation and Water Resources Finance Corporation with an outlay of Rs. 100

crore as the Central contribution. As per the guidelines, the Central Government will be bearing 90 per cent cost of each of these projects. Now, having listed these 14 projects, the Ministry must be having the DPR and also worked out the total cost of these projects. I would like to know from the hon. Minister as to how the Ministry will be completing these projects in time with this amount of Rs. 100 crore.

PROF. SAIF-UD-DIN SOZ: This cannot be connected with what the hon. Finance Minister has announced here.

As far as money is concerned, the Central Government is committed to take up the projects. Out of these 14 projects we are already servicing three projects under AIBP - Teesta in West Bengal; Shahpur Kandi in Punjab; and another project. We have already taken up these projects. They are being served under AIBP. So, whenever there is a situation that we have the DPR, we shall fund that project. There is no dearth of money. We are committed to serve these projects. *...(Interruptions)*

MR. SPEAKER: Nothing more will be recorded.

*...(Interruptions)\**

MR. SPEAKER: Now, Shri Ram Kripal Yadav.

*[Translation]*

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, hon. Minister has selected 14 projects at national level but, unfortunately, none of these fourteen projects is proposed for Bihar. I want that best irrigation arrangements should be ensured for Bihar and irrigation facilities should be made available to the common man properly and hydroelectricity potential should be tapped properly. Does the Government have any plan for that? Apart from these 14 projects, does the Government have any scheme to provide relief to Bihar in the matter of irrigation.

*[English]*

MR. SPEAKER: That is the problem. It has nothing to do with the main question.

*[Translation]*

PROF. SAIF-UD-DIN SOZ: Mr. Speaker, Sir, regarding Bihar, I would say that as far as flood situation is concerned, my Ministry itself has made efforts and asked

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\*Not recorded.

the State Government to give us projects so that we can help. The Secretary in the Ministry went to Bihar twice and spoke to the officials there ...*(Interruptions)* About Rs. 1500 crore have been provided for the Mahananda and Bagmati rivers and it is in the process. As far as irrigation is concerned, I was told that it is possible in Bihar to create a potential of two lakh hectares after linking rivers in the State. If the State Government can do so, then it should prepare and give us the DPR, we will definitely accept it.

*[English]*

MR. SPEAKER: You are going much beyond the Question.

SHRI ARJUN SETHI: This is about 14 national projects that they have taken up, to provide 90 per cent Central grant so that these projects are completed in time.

Sir, in his reply, the hon. Minister has mentioned that they have constituted an Advisory Committee in the Ministry of Water Resources. I would like to know from the hon. Minister as to when this Advisory Committee was constituted in the Ministry and who are the personnel in this Committee.

Sir, he has also mentioned that they would also take up the inter-State projects with additional potential having no dispute regarding sharing of water, for execution under 90 per cent grants from the Central Government. There are such projects.

MR. SPEAKER: You have asked your question about the Members of the Advisory Committee.

PROF. SAIF-UD-DIN SOZ: About these national projects, there is a Steering Committee, and it is in the process. Guidelines are being made. The Chairman of this Committee will be the Secretary, Ministry of Water Resources. Then, there will be other Members, viz., from the Planning Commission, Ministry of Finance, Minister of Power, Ministry of Environment; Chairman, CWC and others.

If the hon. Member has something in mind that there is no dispute, I welcome that. That must be referred to us.

SHRI ARJUN SETHI: It has not been made clear whether the Advisory Committee has been constituted or not.

PROF. SAIF-UD-DIN SOZ: This has already been constituted. Guidelines are being prepared, and the Chief Ministers would be informed accordingly.

*[Translation]*

DR. VALLABHBHAI KATHIRIA: Mr. Speaker, Sir, the work on the Narmada Nigam Limited - Sardar Sarovar Ltd., near Kewadia Colony, the foundation stone of which was laid by the then Prime Minister Pt. Jawaharlal Nehru in the sixties, is still going on even now in 2008. The project has not been completed so far. ...*(Interruptions)*

*[English]*

MR. SPEAKER: Does it come within these 14 projects? This is not fair. Anything under the sun cannot be asked.

*[Translation]*

DR. VALLABHBHAI KATHIRIA: Sir, I request that it should be treated as a national project. Sir, I request both sides, treasury and opposition to ensure its completion. Is the Government considering to declare Sardar Sarovar Nigam Limited as a national project?

PROF. SAIF-UD-DIN SOZ: Mr. Speaker, Sir, regarding Sardar Sarovar Project, I would say that no other project in India has received as much central funding as it was received by the Sardar Sarovar Project.

*[English]*

Rs. 4,897.7 crore has been granted to this project, which is the highest ever money granted to any project. Sardar Sarovar is near completion as far as power is concerned.

As far as the irrigation is concerned, something remains to be done. We are already assisting the project.

The latest proposal from that Government was for Rs. 675 crore, and we have already sanctioned Rs. 187 crore. The next proposal is in process; and money will be provided. There is no difficulty. That project could not be taken up against this criterion.

MR. SPEAKER: All right. Very well; the forthright Minister is giving all sorts of information, whether it comes within the main Question or not.

... *(Interruptions)*

MD. SALIM: Sir, my supplementary arises from the information given by the hon. Minister in his reply to the main Question. He has mentioned about 14 projects. The Teesta Barrage Project is pending since Independence. In terms of both potential as well as the coverage of the actual area for irrigation, it is a huge national project. But the hon. Minister's reply says that there would be techno-economic appraisal of the DPR; recommendation of the Advisory Committee; then the Committee under the leadership of the Secretary, MoWR would determine; and then the funds would be allocated. This being a long-pending issue, may I know from the hon. Minister, at what stage this lies; and when this project is expecting the crunch of the money.

PROF. SAIF-UD-DIN SOZ: Sir, I had expected a letter of thanks from that Government and the hon. Members like Mr. Salim.

MR. SPEAKER: Would you accept it from me?

... (*Interruptions*)

PROF. SAIF-UD-DIN SOZ: All right, Sir. Thank you, very much.

MR. SPEAKER: Thank you.

PROF. SAIF-UD-DIN SOZ: Last year only in this august House....

MR. SPEAKER: It is all right.

PROF. SAIF-UD-DIN SOZ: It is being served.

MR. SPEAKER: Now, Prof. Ram Gopal Yadav.

SHRI ARJUN SETHI: Sir, these projects were sanctioned much earlier.

MR. SPEAKER: During your time!

...(*Interruptions*)

SHRI ARJUN SETHI: Prior to me also.  
...(*Interruptions*)

MR. SPEAKER: You were a very good Minister, I remember.

...(*Interruptions*)

[*Translation*]

PROF. RAM GOPAL YADAV: Mr. Speaker, Sir, an agreement was signed by the Minister of Water Resources and the Chief Ministers of Uttar Pradesh and Madhya Pradesh a few years ago for linking Ken-Betwa rivers, which has been mentioned in the reply to a question. But, the DPR has not been prepared so far while there is serious water crisis in the Bundelkhand region of Uttar Pradesh and Madhya Pradesh. The whole region can benefit if the water of the Ken river is stopped and diverted to Betwa. I want to know from the hon. Minister the time by which DPR would be prepared and whether some work would be started soon on it to translate it into action?

PROF. SAIF-UD-DIN SOZ: Mr. Speaker, Sir, preparing the DPR of Ken-Betwa is quite a difficult task. Our learned engineers had asked for 3 years time for it but after much argument we made them agree for 2 years. I am happy to say that the Ken-Betwa DPR would be completed in the next 11 months. I assure you that Ken and Betwa would be linked.

DR. RAMKRISHNA KUSMARIA: Mr. Speaker, Sir, this DPR would now be completed in June as its target time has been extended...(*Interruptions*)

MR. SPEAKER: You should follow some rules.

SHRI RAJNARAYAN BUDHOLIA: Mr. Speaker, Sir, our leader Prof. Ram Gopal Yadav has asked the question which I was thinking to ask the hon. Minister but he has not given its reply. It is true that the work has not been started so far on linking of Ken-Betwa even after the DPR by the Water Resources Ministry's Advisory Committee on irrigation, flood control and multi-purpose projects and approval of investment by the Planning Commission. Mr. Speaker, Sir, there is serious water crisis in Bundelkhand which is the most un-irrigated region of Uttar Pradesh and the matter has been raised frequently through the House. After linking of Ken-Betwa rivers; Chitrakoot, Mahoba, Jhansi, Hamirpur, Lalitpur in Uttar Pradesh. ...(*Interruptions*)

MR. SPEAKER: It does not come under the question.

SHRI RAJNARAYAN BUDHOLIA: Mr. Speaker, Sir, what benefit they will get from this project? ...(*Interruptions*)

MR. SPEAKER: Minister Sahab, you invite him for talk.



SHRI RAJNARAYAN BUDHOLIA: I want to know from the hon. Minister the share of these areas in this water? ...*(Interruptions)*

PROF. SAIF-UD-DIN SOZ: Mr. Speaker, Sir, all the rivers will get water and its management would start once the Ken-Betwa rivers are linked.

MR. SPEAKER: Water would be provided after 11 months.

SHRI RAJNARAYAN BUDHOLIA: Mr. Speaker, Sir, Bundelkhand would be ruined by the time water is provided. ...*(Interruptions)*

MR. SPEAKER: We will not let that happen.

SHRI RAJNARAYAN BUDHOLIA: Mr. Speaker, Sir, the water problem is serious. ...*(Interruptions)*

MR. SPEAKER: It will be solved after 11 months.

SHRI RAJNARAYAN BUDHOLIA: Mr. Speaker, Sir, you are talking of 11 months but there is no water even for 2-3 days. ...*(Interruptions)*

MR. SPEAKER: You have made your point, please sit down now.

*[English]*

MR. SPEAKER: Q.No.146—Shri Madan Lal Sharma—not present.

Shri Hansraj G. Ahir.

#### **Investment and Loan for Modernisation and Upgradation of NTC Mills**

\*146. <sup>+</sup>SHRI HANSRAJ G. AHIR:  
SHRI MADAN LAL SHARMA:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is contemplating to increase investment and also ensure availability of loan for modernisation and upgradation of sick/closed National Textile Corporation (NTC) mills;

(b) if so, the details thereof; and

(c) the details of fresh steps taken/proposed to be taken by the Government to speed up the modernisation

and upgradation of NTC mills in view of the increase in the number of mills closed in the country?

THE MINISTER OF TEXTILES (SHRI SHANKERSINH VAGHELA): (a) to (c) A statement is laid on the Table of the House.

#### **Statement**

As per the Modified Revival Scheme approved by the Board for Industrial Financial Reconstruction (BIFR), 22 mills are to be modernized by NTC itself at an estimated cost of Rs. 530 Crores, to be generated through sale of land and assets of closed mills and surplus land and assets of viable mills. At present no proposal for increase in this amount is under consideration.

NTC has already drawn a schedule for completion of the modernization of 22 mills by December 2008, out of which, 15 units are expected to be modernized by May, 2008. In order to speed up modernization and upgradation of NTC mills, in addition to 22 mills being modernized by NTC itself, 18 mills are to be modernized and run through joint venture, which has been finalized in respect of 5 Mills. For the remaining mills, a fresh advertisement has been published in the leading newspapers on 10th and 11th February, 2008.

*[Translation]*

SHRI HANSRAJ G. AHIR: Mr. Speaker, Sir, the hon. Minister has stated in his reply that a proposal for revival and modernization of 22 sick and closed mills by NTC itself and of 18 mills through joint venture is lying with the Government. I would like to ask the Minister whether any action plan has been made for the rehabilitation of the numerous labourers who have been rendered jobless due to closure of mills. Sir, cotton is the major crop produced in the Vidarbha region. Many mills in the region are either sick or closed. Have you formulated any scheme for the modernization and revival of all those mills?

SHRI SHANKERSINH VAGHELA: Mr. Speaker, Sir, I would like to tell the hon. Member that no employee is rendered jobless by NTC. As long as he works, he receives his salary. If he desires VRS, it is given easily. As far as modernization of mills in Vidarbha is concerned, a proposal has been received from Finlay Mill, Mumbai for modernization of the mill in Achalpur. We are examining the proposal. We have thought of modernizing the mill in Achalpur within a short period of time.

SHRI HANSRAJ G. AHIR: Mr. Speaker, Sir, some mills have been closed down by NTC and the land of those mills has been sold. NTC had formulated a housing scheme for the labourers who were working in those mills. In this regard, I had received a complaint that the houses proposed to be built for the labourers of Model Mill in Nagpur have not been handed over as yet and all the labourers are not getting the benefit of the housing scheme. Are any efforts proposed to be made to ensure that the benefits of the scheme are availed by all the labourers and the houses are constructed expeditiously?

SHRI SHANKERSINH VAGHELA: Mr. Speaker, Sir, the Nagpur case was sub-judice. I think the matter has been decided by the Supreme Court. The matter of allowing certain FSI to the workers living in Chawls is being taken up with the Maharashtra Government. NTC will soon be providing assistance to labourers living in 'chawls'.

SHRIMATI KIRAN MAHESHWARI: Mr. Speaker, Sir, through you, I would like to draw the attention of the hon. Minister towards the question I had put earlier too, that is, the reason as to why the Government wants to close down the profit-making NTC mills. I represent Udaipur. An NTC mill there is earning good profits yet it is planned to close it down. Hon. Minister had given an assurance that it would not be closed down, rather more money would be invested in the mill and it will be modernized. It is unfortunate that whatever the Minister says in the House is not implemented. The mill in Udaipur is on the verge of closure. I would like to ask, through you, as to what his intention is with regard to the NTC mill in Udaipur.

SHRI SHANKERSINH VAGHELA: Mr. Speaker, Sir, all the labourers and employees working in that mill have taken VRS. Currently the mill is in closed mills status. We have a joint venture scheme in the pipeline. We are thinking of relocating the Udaipur mill in Beawar shortly. If, however, we receive a good proposal, we would try to set-up a modern mill under joint venture in Udaipur at the same location.

MR. SPEAKER: Very good. You bring a proposal.

...(Interruptions)

[English]

MR. SPEAKER: Shri Abu Ayes Mondal—not present.

SHRI SANTASRI CHATTERJEE: Mr. Speaker, Sir, will the hon. Minister enlighten us about the present status of the mills in the Eastern region, particularly West Bengal as per the revised scheme by the BIFR?

[Translation]

SHRI SHANKERSINH VAGHELA: Mr. Speaker, Sir, there were 90,000 employees in those mills but this number has come down to 14,000. Very few employees are left in those mills. If they ask for VRS it shall be granted but we will not give them compulsory retirement.

PROF. RASA SINGH RAWAT: Sir, the Minister has stated that a mill will be relocated in Beawar. I would like to inform you that there were two NTC mills in Beawar out of which one has been closed and efforts are being made to close the other by giving VRS to employees forcibly. On the other hand, the Minister is saying that the Udaipur mill will be relocated in Beawar. This is a highly unlikely event. I would like to know the factual position, through you. Is Beawar included among the cities listed for establishment of the abovesaid 22 mills or not?  
...(Interruptions)

SHRI SHANKERSINH VAGHELA: This is not a new issue, you have a hand in this. We have granted Rs. 500 crore for modernization with which five mills have been set up and 15 more are being setup ... (Interruptions) we have a proposal for Udaipur... (Interruptions) we did not close the mill in Beawar ... (Interruptions)

MR. SPEAKER: They are trying to restart it.

...(Interruptions)

PROF. RASA SINGH RAWAT: Will the mill in Beawar remain operational or not? ... (Interruptions)

SHRI SHANKERSINH VAGHELA: This mill is not running ... (Interruptions)

[English]

MR. SPEAKER: Hon. Minister, Question Hour is over please.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Task Force on Housing

\*121. SHRI RAVI PRAKASH VERMA:  
SHRI BASU DEB ACHARIA:

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

(a) whether the Union Government has set up a Task Force on affordable housing as reported in the *Business Line* dated 29 January, 2008;

(b) if so, the details thereof;

(c) the time by which the said Task Force is likely to submit its report to the Union Government; and

(d) the measures being taken by the Union Government to provide affordable houses to the middle and lower income groups?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) A Task Force has been set up by this Ministry on 15th January, 2008 to look into various aspects of providing "Affordable Housing for All" and recommend ways and means of enhancing accessibility of Economically Weaker Sections (EWS) and the Low Income Group (LIG) to housing with suitable governmental support and recommend ways and means of enhancing accessibility of the Middle Income Group (MIG) to housing, apart from developing innovative financial instruments for bringing flexibility in the market and making recommendations with regard to fiscal and spatial incentives for increasing supply of houses.

(c) The Task Force has been asked to submit its report to the Government within a period of four months from the date of constitution i.e. 15th January, 2008.

(d) In order to address the issue of affordability of houses for all sections of society, the National Urban Housing & Habitat Policy (NUHHP), 2007 has been formulated for the first time specifically for urban areas and laid on the Table of both Houses of the Parliament on 7.12.2007. The Policy seeks to set in motion a process for providing "Affordable Housing for All" particularly for

EWS and LIG beneficiaries through various types of public-private partnerships.

Apart from NUHHP, 2007 the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by the Government in the year 2005 caters to provision of housing and basic services to urban poor in 63 specified cities under the Sub-Mission of Basic Services to the Urban Poor (BSUP), and in other cities and towns under the Integrated Housing & Slum Development Programme (IHSDP). Also a provision of Rs. 30 crores has been made under Interest Subsidy Scheme for Housing the Urban Poor (ISHUP) in the current financial year 2007-2008 to provide for interest rate subsidy for loans to EWS and LIG.

[Translation]

### Equipments for Generation of Solar Energy

\*122. SHRI PUNNU LAL MOHALE:  
SHRI K.S. RAO:

Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the equipments required for the generation of solar energy in the country are being imported;

(b) if so, the total amount spent on import of such equipments during the last three years; and

(c) the steps taken by the Government to promote manufacturing of these equipments indigenously?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) Solar energy can be harnessed through two routes, namely solar photovoltaic and solar thermal, by direct conversion to electricity and heat energy respectively. Solar photovoltaic modules are required for generation of electricity and the solar thermal collectors for generate of heat.

Sufficient production capacity has been set up in the country to meet the domestic requirement of solar photovoltaic modules and solar thermal collectors. A number of companies are engaged in domestic production of these items. However, some companies are importing solar photovoltaic modules and evacuated tube thermal

collectors due to commercial reasons. These equipment are covered under the open general licence policy and can be freely imported. The Ministry does not maintain records of such imports.

(c) The Government is providing a number of fiscal and financial incentives to promote indigenous production of equipment for harnessing solar energy. These incentives include (i) concessional or nil customs duty on certain raw materials and components, (ii) excise duty exemption, (iii) soft loan for manufacture of integrated solar modules, and (iv) 80% accelerated depreciation in the first year.

#### Health Insurance to Senior Citizens

\*123. SHRI PANKAJ CHOWDHARY: Will the Minister of FINANCE be pleased to state:

(a) whether any proposal is under consideration of the Government for providing health insurance cover to the senior citizens at reasonable rates;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (c) Besides health insurance plans offered by the Public and Private Sector Insurance Companies for senior citizens, the Government of India subsidises the health insurance premia in respect of certain categories of beneficiaries which also provide for coverage of senior citizens. Details of some of the initiatives taken by the Government are as under:

- (i) Rajiv Gandhi Shilpi Swasthya Bima Yojana (RGSSBY) of the Ministry of Textiles, which was launched in March 2007, covers medicare facilities up to a maximum of Rs. 15,000 per annum for artisans, his/her spouse and two children at an annual premium of Rs. 900 (including Service Tax) of which Rs. 150 is to be contributed by the general category artisans and Rs. 75 by artisans belonging to North-Eastern Region and Scheduled Caste/Scheduled Tribe communities/BPL families and the remaining amount is contributed by GOI. All craft persons upto the age of 80 years are eligible under the scheme.

- (ii) Handloom Weavers Comprehensive Welfare Scheme of the Ministry of Textiles, which was launched in 2005-06, provides health insurance to cover the weavers along with spouse and two children for a sum insured of Rs. 15,000 at an annual premium of Rs. 781.60 with GOI contributing Rs. 642.47 and the balance of Rs. 139.13 being shared by the State Government and the beneficiaries subject to a minimum of Rs. 50 payable by the beneficiary. All weavers upto the age of 80 years are eligible under the scheme.

- (iii) The Rashtriya Swasthya Bima Yojana will cover an estimated 6 crore below poverty line (BPL) households in the unorganized sector over the next 5 years beginning 1st April 2008. The scheme provides for hospitalization cover upto Rs. 30,000/- per family (a unit of five) per annum on a floater basis with the premium being shared by GOI and the State Government in the ratio of 75:25 respectively subject to the GOI's contribution being limited to Rs. 565/- per family per annum. The beneficiary will pay only Rs. 30 towards registration/renewal fee. Senior citizens who are eligible under the scheme are covered without any age limit.

#### Allocation of Power to States

\*124. SHRI HEMMAL MURMU:  
SHRI ANANTA NAYAK:

Will the Minister of POWER be pleased to state:

(a) the criteria fixed for allocation of power from Central Sector Power Undertaking/units to the States;

(b) whether the allocated power from Central Pool of any State has been reduced during the last six months;

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

(d) whether any meeting between Central Electricity Authority and Chairmen of State Electricity Boards has been convened recently; and

(e) if so, the details thereof and the decisions arrived at the meeting?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) The allocation of power from the Central Generating Stations (CGSs) to States/UTs is governed by a formula which is being treated as guideline from April, 2000.

There is no Central Pool of any State and hence the question of reduction of allocated power from Central Pool of any State does not arise.

(d) and (e) A meeting was held in the Central Electricity Authority (CEA) with the constituent States/Utilities of the Eastern Region at New Delhi on 30th January, 2008. The meeting was convened to discuss allocation of power from Tala Hydro Power Station (HPS) of Bhutan to the Eastern Region and Northern Region in view of reduced availability of power in Eastern States during the winter months due to reduction of water inflows into Tala HPS. During the meeting, a proposal made by CEA was accepted by the constituents of the Eastern Region and was forwarded to Ministry of Power. The proposal has since been approved by the Ministry of Power for further necessary action. CEA has forwarded detailed recommendations to the Ministry of Power, which are given below:

- (i) 153 MW of Tala unallocated power may be continued to Northern Region.
- (ii) Restoration of 343 MW from Farakka and Kahalgaon Stage I to Eastern Region Constituents by equivalent diversion (of 343 MW) from Kahalgaon Stage-II be done in phases as and when Kahalgaon-II units 5, 6 and 7 become operational.
- (iii) 150 MW from Mejia Unit 5 may be supplied by DVC to command area/Jharkhand/West Bengal immediately on commissioning of the Unit.
- (iv) 150 MW from Mejia Unit 6 after commissioning of the Unit may be swapped with Kahalgaon Stage I and Farakka power.

#### **Reduction in Interest Rates**

\*125. SHRI CHANDRA MANI TRIPATHI:  
SHRIMATI JHANSI LAKSHMI BOTCHA:

Will the Minister of FINANCE be pleased to state:

(a) whether the difference in the rates of interest in India and the United States of America has risen to a great extent due to reduction in the interest rates in the USA;

(b) whether there is a possibility of increase in the flow of foreign exchange into the country as a result thereof; and

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

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) The US Fed rate has been reduced gradually over the months from 5.25 per cent in early 2007 to 3 per cent on January 30, 2008. With the Repo rate in India remaining unchanged at 7.75 per cent since March 31, 2007, the interest rate differential between these two rates has widened.

(b) Although interest rate differential is one of the factors that could influence capital flows, the strength of the fundamentals of the economy would be a crucial factor. To the extent that interest rate differentials influence flow of capital across borders, there is possibility of increase in capital flows into the country.

(c) Government will, in consultation with the RBI, continue to monitor the situation closely and take such temporary measures as may be necessary to modulate the capital flows consistent with the objective of monetary and financial stability.

#### **Private Participation in Hydro Power Generation**

\*126. SHRI MOHAN SINGH: Will the Minister of POWER be pleased to state:

(a) whether the public and private sector companies have signed MoUs for hydel power generation during the last one year;

(b) if so, the amount proposed to be invested along with the quantum of power in Mega Watts proposed to be generated; and

(c) the time by which these projects are likely to be completed?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Yes Sir, Central Public Sector as well as Private Sector companies have signed MOUs for hydel power generation during 2007-08.

Information available with CEA indicates that during 2007-08 (upto Feb'08), MOUs have been signed for 49 projects aggregating to an installed capacity of over 12,000 MW. This includes 5 projects aggregating to 4,656 MW allotted to CPSUs and 44 H.E. projects aggregating to 7353 MW allotted to private developers. Details are given in the enclosed statement.

The actual amount to be invested in these projects would be known only after their Detailed Project Reports have been prepared and appraised. However, considering

Rs. 5 crore/MW as the average investment in hydro power projects, the amount proposed to be invested at present day cost would be Rs. 60,000 crores.

(c) These projects are still at a nascent stage and are likely to be completed during the 12th Plan and beyond. The completion schedule for these projects would be firmed up only after the preparation of their DPRs and after obtaining the statutory clearances and the investment approval/Financial closure.

### **Statement**

*Hydro Electric Schemes allocated by States to CPSUs and Private Developers during 2007-08 (Up to Feb'08) through MOU Route*

(As on 29.02.08)

Sl.No.	Name of Project	Agency	Installed Capacity (MW)	Date of MOA
1	2	3	4	5
<b>Projects allotted to CPSUs</b>				
<b>Arunachal Pradesh</b>				
1.	Tawang-I	NHPC	750	24.06.2007
2.	Tawang-II	NHPC	750	24.06.2007
3.	Dibang	NHPC	3000	24.06.2007
		Total	4500	
<b>Meghalaya</b>				
1.	Mahwu	NEEPCO	90	20.12.2007
		Total	90	
<b>Manipur</b>				
1.	Loktak D/s	NHPC-Govt. of Manipur JV	66	14.09.2007
		Total	66	
Total Schemes allotted to CPSUs—5				
		Grand Total	4656	
<b>Projects allotted to Private Developers</b>				
<b>Himachal Pradesh</b>				
1.	Bara Bhangal	Malana Power Co.	200	27.08.2007

1	2	3	4	5
2.	Bajoli Holl	GMR Energy Ltd. Torrent & Gammon Power	180	27.08.2007
3.	Tidong-II	AEC Ltd.	60	09.04.2007
		Total	440	
<b>Meghalaya</b>				
1.	Umjaut	ETA Star Infrastructure Ltd.	69	11.12.2007
2.	Umduna	ETA Star Infrastructure Ltd.	57	11.12.2007
3.	Kynshi-I	GoMe & Athena Projects Pvt. Ltd. (JV)	450	11.12.2007
4.	Kynshi-II	GoMe & Jaiprakash Power Venture Ltd. (JV)	450	11.12.2007
5.	Simsang	GoMe & Seven Sister Energy Development Co. Pvt. Ltd. (JV)	100	11.12.2007
6.	Leshka-II	GoMe & SEW Energy Ltd. (JV)	60	11.12.2007
		Total	1186	
<b>Arunachal Pradesh</b>				
1.	Demwe	Athena Energy Ventures Pvt. Ltd.	3000	09.07.2007
2.	Gongri HEP	Patel Engineering Ltd.	90	18.05.2007
3.	Khuitam HEP	Adishankar Power Pvt. Ltd.	29	12.06.2007
4.	Turu HEP	ECI Engineering & Construction Co. Ltd.	90	21.06.2007
5.	U'tung HEP	KSK Energy Ventures Ltd.	100	11.09.2007
6.	Nazong HEP	KSK Energy Ventures Ltd.	60	11.09.2007
7.	Dionchang HEP	KSK Energy Ventures Ltd.	90	11.09.2007
8.	Nafra	SEW Energy	96	14.09.2007
9.	Pauk	Vilcon Energy Ltd.	50	30.06.2007
10.	Heo	Vilcon Energy Ltd.	90	30.06.2007
11.	Tato-I	Vilcon Energy Ltd.	80	30.06.2007
12.	Hirit	Vilcon Energy Ltd.	84	30.06.2007
13.	Phanchung	Indiabull Real Estate Ltd.	60	25.10.2007
14.	Pichang	Indiabull Real Estate Ltd.	31	25.10.2007
15.	Tarang Warang	Indiabull Real Estate Ltd.	30	25.10.2007
16.	Sepla	Indiabull Real Estate Ltd.	46	25.10.2007

1	2	3	4	5
17.	Rego	Tuff Power Pvt. Ltd.	70	27.12.2007
18.	Dardu	KVK Energy & Infrastructure Ltd.	60	26.12.2007
19.	Par	KVK Energy & Infrastructure Ltd.	65	26.12.2007
20.	Jameri	KSK Energy Ventures Ltd.	50	27.12.2007
21.	Barpu	Raajratna Metal Industries	70	27.12.2007
22.	Kangtangshiri	Raajratna Metal Industries	35	27.12.2007
23.	Ropurn	Raajratna Metal Industries	40	27.12.2007
24.	Tiding	Sai Krishnodaya Industries (P) Ltd.	31	27.12.2007
25.	Gamliang	Sai Krishnodaya Industries (P) Ltd.	31	27.12.2007
26.	Ralgam	Sai Krishnodaya Industries (P) Ltd.	32	27.12.2007
27.	Pachuk-I	Energy Development Co. Ltd.	60	12.01.2008
28.	Pachuk-II	Energy Development Co. Ltd.	60	12.01.2008
29.	Majingla	Energy Development Co. Ltd.	60	12.01.2008
30.	Sissiri	Soma Enterprise Ltd.	222	18.01.2008
31.	Emra-I	Athena Energy Ventures Pvt. Ltd.	275	02.02.2008
32.	Emra-II	Athena Energy Ventures Pvt. Ltd.	390	02.02.2008
33.	Simang-I	Adishankar Power Pvt. Ltd.	67	06.02.2008
34.	Simang-II	Adishankar Power Pvt. Ltd.	39	06.02.2008
35.	Simang-III	Adishankar Power Pvt. Ltd.	44	06.02.2008
<b>Total</b>			<b>5727</b>	
<b>Total Schemes allotted to Private Developers—44</b>				
<b>Total Private Sector</b>			<b>7353</b>	
<b>Total CPSUs and Private Sector</b>			<b>12009</b>	

*[English]***Expansion of Total Sanitation Campaign**

\*127. SHRI KASHIRAM RANA:  
SHRI JIVABHAI A. PATEL:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government proposes to expand the Total Sanitation Campaign (TSC) in the country during the current year and also in 2008-09;

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

(c) the number of villages covered and the funds released under TSC in each State/UT during each of the last three years and till December, 2007?



THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (c) The Total Sanitation Campaign (TSC) is an ongoing programme in the Eleventh Plan period and covers the rural areas of the whole country. This programme aims to provide access to toilets for all rural households. TSC is currently under

implementation in 582 districts. The number of projects approved in each year, State-wise, is given in the enclosed Statement-I.

The funds released by the Centre to each State and Union Territory in the last three years and till December 2007 are given in the enclosed statement-II.

**Statement-I**

*Total Sanitation Campaign*

*Financial Year Wise Number of Projects Approved*

S.No.	State	1999-2000	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	Total
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	4	0	6	8	4	0	0	0	0	22
2.	Arunachal Pradesh	2	0	2	0	0	0	10	0	1	5
3.	Assam	3	0	8	0	3	1	5	2	4	26
4.	Bihar	1	4	5	6	0	0	22	0	0	38
5.	Chhattisgarh	0	0	1	3	2	1	8	1	0	16
6.	Dadara and Nagar Haveli	0	0	0	1	0	0	0	0	0	1
7.	Goa	0	0	0	0	1	0	0	0	1	2
8.	Gujarat	3	0	0	2	0	20	0	0	0	25
9.	Haryana	0	2	2	3	12	0	0	1	0	20
10.	Himachal Pradesh	1	0	1	5	0	0	5	0	0	12
11.	Jammu and Kashmir	0	2	0	2	10	0	0	0	0	14
12.	Jharkhand	1	1	2	2	0	16	0	0	0	22
13.	Karnataka	3	0	0	0	0	15	9	0	0	27
14.	Kerala	0	2	4	7	0	0	1	0	0	14
15.	Madhya Pradesh	0	5	1	9	30	0	0	0	0	45
16.	Maharashtra	4	5	0	11	13	0	0	0	0	33
17.	Manipur	0	1	0	3	0	0	0	1	4	9
18.	Meghalaya	0	0	0	0	1	0	1	3	1	6
19.	Mizoram	0	0	0	1	1	0	6	0	0	8
20.	Nagaland	0	3	0	1	0	0	1	4	0	9
21.	Orissa	3	0	2	10	0	15	0	0	0	30

1	2	3	4	5	6	7	8	9	10	11	12
22.	Pondicherry	0	0	1	0	0	0	0	0	0	1
23.	Punjab	0	2	1	2	9	0	2	0	0	16
24.	Rajasthan	4	1	0	5	0	11	11	0	0	32
25.	Sikkim	2	0	2	0	0	0	0	0	0	4
26.	Tamilnadu	4	3	3	12	6	1	0	0	0	29
27.	Tripura	0	1	3	0	0	0	0	0	0	4
28.	Uttar Pradesh	4	8	16	13	29	0	0	0	0	70
29.	Uttarakhand	0	0	1	5	7	0	0	0	0	13
30.	West Bengal	0	6	4	5	3	0	0	1	0	19
Total		39	46	65	116	131	80	81	13	11	582

**Statement-II***Total Sanitation Campaign (TSC)**Details of Amount Released (From Central Share)*

(Rs. in Lakhs)

State Name	2004-2005	2005-2006	2006-2007	2007-2008 Till Dec 07
1	2	3	4	5
Andhra Pradesh	3362.27	4300.09	9455.20	878.78
Arunachal Pradesh	90.00	382.42		
Assam	254.95	1355.65	337.74	2570.12
Bihar	120.00	6075.91	830.23	7742.81
Chhattisgarh	1100.17	2663.38	4677.48	199.11
Goa	134.67			37.65
Gujarat	3690.44	188.79	4976.36	1961.29
Haryana	811.13	9.97	2334.61	2049.01
Himachal Pradesh	50.00	641.06	27.01	1024.50
Jammu and Kashmir	1044.88			1026.81
Jharkhand	1946.71	2077.87	2747.69	1729.93
Karnataka	461.99	5752.61	1924.30	897.77

1	2	3	4	5
Kerala	805.53	736.90	363.18	1625.97
Madhya Pradesh	2242.97	2024.68	4386.49	5639.12
Maharashtra	3493.05	1494.98	8719.53	2808.77
Manipur			90.81	748.44
Meghalaya		73.40	550.06	
Mizoram	60.00	209.33	647.91	182.70
Nagaland	62.69	79.37	89.61	170.05
Orissa	4582.48	2346.29	5465.48	5212.01
Pondicherry	47.42			
Punjab	689.94	194.06		
Rajasthan	700.86	4353.91	1148.29	1594.16
Sikkim	74.07	344.90	137.64	
Tamilnadu	2972.06	7786.94	4873.92	2093.97
Tripura	368.73	361.72		437.21
Uttar Pradesh	3475.35	11619.82	17210.53	8730.28
Uttarakhand	503.23	97.50	157.40	664.36
West Bengal	1566.85	4640.37	945.99	1403.36
Total	34712.44	59811.92	72097.46	51914.28

**UNICEF Report**

\*128. SHRI RAGHUNATH JHA:  
MS. INGRID MCLEOD:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government is aware of the United Nations International Children's Emergency Fund (UNICEF) latest report "the State of the World's Children-2008" which highlights the grim situation of high infant mortality and the problem of malnutrition in India;

(b) if so, the details thereof and the reaction of the Government thereto;

(c) whether the Government has taken any steps to improve mother and child health; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) to (d) Yes, Sir. As per the United Nations International Children's Emergency Fund (UNICEF) latest report titled as "the State of the World's Children-2008", the Infant Mortality Rate (IMR) is 57 per thousand live births, while the percentage of underweight children below 5 years of age is 43% in India. The major causes of mortality among infants in India include acute respiratory infection, sepsis, diarrhoea and measles. Anaemia and malnutrition levels among pregnant women, intrauterine growth retardation, low birth weight of the

new borns, poor breastfeeding practices are some of the contributory factors to IMR.

However, malnutrition is a multifaceted problem, the determinants of which vary from food insecurity, female illiteracy, poor access to health-care, safe drinking water, sanitation and poor purchasing power. Early marriages of girls, teenage pregnancies resulting in low birth weight of the new borns, poor breastfeeding and complementary feeding practices, ignorance about nutritional needs of infants and young children and repeated infections further aggravate the situation.

The Government is seized of the problem of malnutrition and IMR and is implementing a number of schemes throughout the country, which directly or indirectly improve the nutritional status of women and children. Some of these are as under:

- (i) Integrated Child Development Services (ICDS) Scheme (Ministry of Women & Child Development):

The steps taken in the recent past to increase the effectiveness of the delivery of services under ICDS include:

- The scheme has been expanded twice in the year 2005-2006 and 2006-2007 during the Tenth Five Year Plan.
- The Government has doubled the financial norms for supplementary nutrition from Re. 1 to Rs. 2/- per beneficiary per day.
- From the year 2005-06, 50% cost of supplementary nutrition is also being shared with the States/UTs.
- Constant emphasis on States to:
  - Ensure regular supply of supplementary nutrition as preschematic norms.
  - Ensure effective convergence of health, nutrition, education and safe drinking water services under various programmes.

- (ii) National Programme for Nutritional Support to Primary Education (Mid Day Meal Scheme) [Department of School Education & Literacy];

- (iii) Nutrition Programme for Adolescent Girls in 51 districts to provide free foodgrains to

undernourished adolescent girls (Ministry of Women & Child Development);

- (iv) Nutrition Education and Training Programmes of Food and Nutrition Board (Ministry of Women & Child Development);

- (v) Reproductive and Child Health (RCH-II) Programme under National Rural Health Mission (NRHM) including; (Ministry of Health & Family Welfare);

- Maternal Health by promoting institutional deliveries, improved coverage and quality of ante natal care (ANC), skilled care to pregnant women, Post-partum care at Community level.
- Immunization.
- Integrated Management of Neonatal and Childhood Illnesses and malnutrition.
- Emphasis on Infant & Young Child Feeding.
- Specific Programmes to prevent and combat micronutrient deficiencies of Vitamin A and Iron & Folic Acid through Vitamin A Supplementation for children till the age of 5 years and Iron & Folic Acid Supplementation for preschool children, pregnant and lactating women.

- (vi) National Iodine Deficiency Disorders Control Programme (Ministry of Health & Family Welfare);

- (vii) Targetted Public Distribution System (Department of Food & Public Distribution);

- (viii) Accelerated Rural Water Supply Programme/ Swajaldhara and Total Sanitation Campaign; National Rural Employment Guarantee Programme (Ministry of Rural Development).

#### **Power Theft**

\*129. SHRI MADAN LAL SHARMA:  
SHRI PRABHUNATH SINGH:

Will the Minister of POWER be pleased to state:

- (a) the estimated annual loss suffered by the Government due to power theft in the country during each of the last three years, State-wise;

(b) the steps taken by various State Electricity Boards and results achieved so far in this regard;

(c) the details of those State Electricity Boards which have failed in checking power theft particularly by the industrial consumers; and

(d) the reaction of the Union Government thereto?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) The draft report on Performance of State Power Utilities for the years 2004-05 to 2006-07 prepared by the Power Finance Corporation indicates that the Aggregate Technical and Commercial (AT&C) Loss of the State Power Utilities at the national level for 2004-05, 2005-06 and 2006-07 was 34.33%, 34.54% and 32.07% respectively of the total energy available for sale. State-wise details are given in the enclosed Statement-I. The concept of Aggregate Technical and Commercial (AT&C) losses was introduced in 2001-02. AT&C loss parameters capture the total performance of the Utility. It is a measure which captures not only technical losses, but also captures theft, pilferages and commercial losses due to poor metering and billing and non-realisation of dues.

(b) to (d) The Electricity Act, 2003 has incorporated specific provisions for detection of theft of electricity, speedy trial of theft related offences and also for the recovery of the charges of electricity stolen. Based on the feedback from the States and other stakeholders, the Central Government has further strengthened the theft related provisions in the Act by enacting the Electricity (Amendment) Act, 2007. By this amendment Act, theft of electricity has been explicitly made a cognizable and non-bailable offence. The distribution licensees have been

empowered to disconnect the supply of electricity upon detection of theft. The penalty for repeated theft of electricity by large consumers has also been enhanced.

The Central Government has also requested the State Governments to take steps for effectively curbing power theft and has advised the introduction of suitable incentive schemes for such informers who give clue of the source of theft of electricity. The reward in such a scheme is to be linked to the amount of recoveries that can be effected in the cases reported. The State Governments have also been requested to expedite setting up of special courts as provided in the Electricity Act, 2003 for speedy disposal of theft related cases. As per the information available, steps taken by various States to check power theft are given in the enclosed Statement-II. The Central Government has built a national consensus to focus on a time bound programme for reduction of Aggregate Technical and Commercial (AT&C) losses. In the Chief Ministers' Conference held under the chairmanship of the Prime Minister on 28th May 2007, a unanimous resolution was adopted which *inter alia* included the commitment of the States, with appropriate assistance from the Centre, to establish the necessary baseline data and information technology applications for energy accounting and auditing, and for ensuring a resolute elimination of electricity theft. In the Conference, the States committed themselves to achieve and sustain reduction in the overall AT&C losses in the next five years. It is proposed to introduce a restructured Accelerated Power Development and Reforms Programme (APDRP) in the XI Plan with focus on establishing baseline data of AT&C loss, sanctioning projects for improvement of distribution network and incentivising Utilities which achieve AT&C loss reduction.

#### **Statement I**

##### ***Aggregate Technical and Commercial (AT&C) % Loss of the State Power Utilities***

Region	State	2004-05	2005-06	2006-07
1	2	3	4	5
Eastern	Bihar	66.01	67.46	N.A.
	Jharkhand	68.26	52.91	N.A.
	Orissa			
	Central ESCO	55.82	42.54	46.96
	Northern ESCO	39.51	41.31	32.52

1	2	3	4	5
	Southern ESCO	35.65	45.48	42.17
	Western ESCO	35.88	33.95	36.93
	Sikkim	63.60	64.37	N.A.
	West Bengal	23.91	26.59	N.A.
North Eastern	Arunachal Pradesh	25.54	37.17	52.03
	Assam	39.31		
	Central Assam EDCL		37.75	N.A.
	Lower Assam EDCL		28.25	N.A.
	Upper Assam EDCL		39.68	N.A.
	Manipur	88.50	77.83	94.32
	Meghalaya	38.16	33.36	37.32
	Mizoram	24.62	17.17	44.97
	Nagaland	43.22	44.76	52.19
	Tripura	20.93	24.92	N.A.
Northern	Delhi			
	BSES Rajdhani Power Ltd	41.97	41.25	32.93
	BSES Yamuna Power Ltd	51.70	48.58	43.25
	North Delhi Power Ltd	35.90	28.01	28.33
	Haryana			
	Dakshin Haryana BVNL	43.96	40.78	34.48
	Uttar Haryana BVNL	43.37	41.90	28.96
	Himachal Pradesh	21.71	15.15	13.18
	Jammu and Kashmir	68.34	66.73	67.68
	Punjab	24.00	25.84	24.87
	Rajasthan			
	Ajmer VVNL	49.75	47.54	42.61
	Jodhpur VVNL	47.56	47.04	37.21
	Jaipur VVNL	43.22	42.26	38.06

1	2	3	4	5
	<b>Uttar Pradesh</b>			
	<b>UPPCL</b>			
	Dakshin VVN	58.02	55.60	50.21
	Madhya VVN	38.72	47.19	45.12
	Paschim VVN	32.40	42.43	31.51
	Poorvi VVN	58.07	46.08	N.A.
	Uttaranchal	45.63	38.20	42.85
<b>Southern</b>	<b>Andhra Pradesh</b>			
	APCPDCL	23.95	18.82	18.24
	APEPDCL	14.27	12.68	12.46
	APNPDCL	21.91	19.21	26.61
	APSPDCL	20.55	16.51	17.20
	<b>Karnataka</b>			
	<b>KPTCL</b>			
	Bangalore ESCOM	27.62	35.75	31.36
	Gulbarga ESCOM	42.99	52.73	46.98
	Hubli ESCOM	41.64	40.38	33.84
	Mangalore ESCOM	26.63	20.80	12.65
	CHESCOM		46.03	40.58
	<b>Kerala</b>	32.12	25.95	25.02
	<b>Pondicherry</b>	16.44	16.06	16.54
	<b>Tamilnadu</b>	19.40	20.53	20.10
<b>Western</b>	<b>Chhattisgarh</b>	32.30	37.84	36.12
	<b>Goa</b>	18.34	15.18	19.39
	<b>Gujarat</b>	35.15		
	Dakshin GVCL		22.40	20.59
	Madhya GVCL		24.60	20.07
	Paschim GVCL		43.06	38.27
	Uttar GVCL		27.57	20.15

1	2	3	4	5
	Madhya Pradesh	54.27	50.36	
	MP Madhya KVVCL		43.20	56.64
	MP Paschim KVVCL		46.91	N.A.
	MP Poorvi KVVCL		47.91	52.15
	Maharashtra	26.62	50.22	
	MSEDCL		36.74	39.35
	Total	34.33	34.54	32.07

(Source: Draft Report of Power Finance Corporation on "Performance of State Power Utilities for the years 2004-05 to 2006-07")  
N.A.-Not Available.

#### **Statement-II**

*Steps taken by various States to check power theft during the years 2004-05, 2005-06, 2006-07 and 2007-08 (April 07 to June 07)*

Sl.No.	State	Raids Conducted (Nos)	Theft Cases Detected (Nos)	FIR Lodged (Nos)	Cases Convicted (Nos)	Amount Realised (Rs. crores)
1	2	3	4	5	6	7
1.	Andhra Pradesh	10182844	843416	843307	521129	90.73
2.	Bihar	3115	2116	2116	0	2.13
3.	Chhattisgarh	471710	5448	1197	1	42.55
4.	Delhi	71284	52993	2595	3	138.50
5.	Gujarat	9671	201662	13887	299	123.40
6.	Haryana	962447	125504	24662	0	58.05
7.	Himachal Pradesh	258043	1337	0	0	0.81
8.	Jharkhand	5312	3501	3501	0	1.27
9.	Maharashtra	557394	167705	22370	130	103.24
10.	Manipur	531	880	0	0	0.00
11.	Meghalaya	7562	2755	0	0	0.28
12.	Mizoram	39915	3856	0	0	0.07
13.	Punjab	485624	150387	0	0	73.44



1	2	3	4	5	6	7
14.	Rajasthan	440697	241382	9946	98	100.64
15.	Tamilnadu	382276	8892	141	0	23.10
16.	Tripura	6473	48135	951	97	1.27
17.	Uttar Pradesh	940603	86033	33363	194	351.10
Total		14825501	1946002	958036	521951	1110.58

[Translation]

### Setting up of High Courts Benches

\*130. DR. SATYANARAYAN JATIYA:  
SHRI N.N. KRISHNADAS:

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

(a) the names of States having more than one bench of the High Court;

(b) whether the Government has received any application from certain State Governments particularly from Madhya Pradesh to establish new High Court Benches; and

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

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) The States of Uttar Pradesh, Tamil Nadu, Rajasthan, Madhya Pradesh and Maharashtra have more than one Bench of their High Courts.

(b) and (c) Establishment of a new High Court Bench is considered by the Central Government only when a proposal is received from the State Government in consultation with the Chief Justice of the concerned High Court. Requests have been received in the past for the establishment of Benches of the High Courts from the State Governments of Madhya Pradesh, Uttar Pradesh, Karnataka, Kerala, Gujarat and Orissa but without the concurrence of the Chief Justices of the concerned High Courts.

The then Chief Minister of Madhya Pradesh had suggested that the Government of India may refer the matter of creation of Additional Benches of the High Court at Bhopal, Raipur and Rewa to the Jaswant Singh Commission or set up a new Commission for the purpose.

The suggestion of the Chief Minister was referred to the Jaswant Singh Commission in 1983. The Jaswant Singh Commission recommended establishment of a Bench of Madhya Pradesh High Court at Raipur. The Government of Madhya Pradesh, however, recommended the establishment of two Benches of the High Court at Raipur and Bhopal. Specific recommendations of the Commission were referred to the Government of Madhya Pradesh in 1986 for their views and comments, in consultation with the Chief Justice of the High Court. The Government of Madhya Pradesh intimated in December, 1991 that the issues involved in establishing new High Court Benches had several ramifications. Two petitions were filed in Madhya Pradesh High Court for issuance of a writ prohibiting the creation of more Benches of the High Court, while another petition was filed for establishing permanent Benches at Bhopal and Raipur. Subsequently, these petitions were transferred to the Supreme Court of India. The State Government, *inter alia*, stated that the matter needed to be viewed in all its aspects and was under careful consideration of the State Government. No further communication has been received from the State Government in this regard.

A proposal from the State of West Bengal in consultation with the Chief Justice of the Calcutta High Court, for setting up of a Bench of Calcutta High Court at Jalpaiguri was received in the year 2000. In pursuance to the said proposal, the Government has decided to set up a permanent Bench at Jalpaiguri, for which the requisite confirmation of the infrastructural arrangements for the Bench, is awaited from the Government of West Bengal and the Calcutta High Court.

### Guidelines to Banks for Transfer of Money from Abroad

\*131. SHRI KIREN RIJU:  
DR. LAXMINARAYAN PANDEY:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has issued guidelines to the banks to prevent the transfer of money from abroad to terrorists in the country; and

(b) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) Reserve Bank of India (RBI), vide their circular dated November 29, 2004, has already issued detailed guidelines to banks entitled "Know Your Customer" (KYC) Guidelines—Anti Money Laundering Standards/Combating Financing of Terrorism (CFT). These guidelines, *inter-alia*, prescribe:

- (i) Carrying out necessary checks before opening a new account so as to ensure that the identity of the customer does not match with any person with known criminal background or with banned entities such as individual terrorist or terrorist organizations etc.
- (ii) In case of correspondent banking relationship where one bank provides banking services to another bank, banks should try to ascertain from publicly available information whether the other bank has been subject of any money laundering or terrorist financing investigation or regulatory action. Further, banks should be extremely cautious while continuing relationships with respondent banks located in countries with poor KYC standards and countries identified as 'non-cooperative' in the fight against money laundering and terrorist financing.

The IBA has also an exhaustive Model Policy on Anti Money Laundering measures and Know Your Customer Standards on March 31, 2005 for adoption and implementation by the respective boards by the Banks.

RBI, vide their circular dated February 18, 2005, has advised all Regional Rural Banks (RRBs)/State and District Central Co-operative Banks to ensure that with the approval of their Board, a proper policy framework on 'Know Your Customer' and Anti Money Laundering measures is formulated and put in place before December 31, 2005.

RBI has also advised banks, vide their circular dated April 13, 2007, to ensure that any person with known criminal background or with banned entities such as individual terrorist or terrorist organizations etc., do not

have unfettered access to wire transfer for moving their funds and for detecting their misuse. RBI has advised that bank must ensure that all wire transfers are accompanied by certain information like details of originator and his bank account as well as submission of Suspicious Transaction Reports (STRs) to Financial Intelligence Unit-India (FIU-IND) in the Ministry of Finance.

Further, banks have also been advised by RBI in February, 2008, in terms of Prevention of Money Laundering Act, 2002 and Rules, to develop suitable mechanism through appropriate policy framework for enhanced monitoring of accounts suspected of having terrorist links and swift identification of the transactions and making suitable reports to the Financial Intelligence Unit - India (FIU-IND). A consolidated list of individuals/entities belonging or associated with Al-Qaida and Taliban is circulated by Government/RBI and also displayed on United Nations website [www.un.org/sc/committees/1267/consolist.shtml](http://www.un.org/sc/committees/1267/consolist.shtml). Banks are advised that before opening any new account it should be ensured that the names of the proposed customer does not appear in the list and that the bank should scan all existing accounts to ensure that no account is held by or linked to individuals/entities included in the list. Full details of such accounts bearing resemblance with any of the individuals/entities in the list should immediately be intimated to RBI and FIU-IND.

[English]

#### National Food for Work Programme

\*132. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government is contemplating to abandon the Sampooma Grameen Rozgar Yojana (SGRY), National Food For Work Programme (NFFWP) as reported in *The Hindu*, dated 20th January, 2008; and

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

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Sampooma Grameen Rozgar Yojana (SGRY) was launched in September, 2001. National Food For Work Programme (NFFWP) was launched in November, 2004. With the enactment of National Rural Employment Guarantee Act

(NREGA) and launching of the National Rural Employment Guarantee Scheme (NREGS) in 200 identified districts with effect from 2nd February, 2006, the NFFWP and the SGRY programmes were subsumed in NREGS in these identified districts. The works started under SGRY and NFFWP and spilled over to the financial year 2006-07 were allowed to be completed by 30th June, 2006 by following the NREGA processes.

SGRY programme in additional 130 districts was subsumed in NREGS in the year 2007-08. Incomplete SGRY works in these districts were allowed to be completed by 31st August, 2007 by following the NREGA processes.

Detailed modification were issued to SGRY guidelines on 1st August, 2007 which *inter-alia* stipulated that only those new works will be taken up under SGRY which are NREGA compliant to ensure smooth completion of such works as and when remaining districts are subsumed into NREGA.

The SGRY programme in the remaining rural districts of the country will be subsumed in NREGS with effect from 1st April, 2008 as per the notification dated 28th September, 2007.

[Translation]

#### **Stock Market Crash**

\*133. SHRI HANSRAJ G. AHIR:  
SHRI M. APPADURAI:

Will the Minister of FINANCE be pleased to state:

(a) the details of losses suffered by the small and big investors during recent crash in the stock market;

(b) whether the Government has taken any steps through SEBI to regulate the stock market in view of the recent unprecedented rise and fall in the Index;

(c) if so, the details thereof;

(d) whether the Government has taken any step to prevent the occurrence of such incidents in future to safeguard the interests of the small investors and also to bring about more transparency in the functioning of the stock market; and

(e) if so, the details thereof?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) The loss or gain arising from market movements is notional. This arises continually with change in the value of the portfolios of investors with changes in prices of constituent securities. While the Sensex declined by 7.4% on 21st January 2008, it increased by 34.5% during this fiscal on a point to point basis from end of March 2007 to end of February 2008.

(b) to (e) The authorities do not try to manage or control movement of stock indices. They have put in place systems and practices to promote a safe, transparent and efficient market and to protect market integrity. The systems instituted include advanced risk management mechanisms comprising on-line monitoring and surveillance, various limits on positions, margin requirements, circuit filters, etc. The systems and practices are reviewed continuously and modified to meet emerging needs. Measures taken to broaden and deepen markets include: screen based trading system, de-materialization of securities, corporatization and demutualization of exchanges, settlement through clearing corporation, trading in derivatives, etc. Besides, SEBI maintains a constant vigil in the market, and in case of any abnormality, takes appropriate action against the concerned entities. SEBI and market participants are undertaking massive awareness programmes to educate investors about the precautions they need to take while dealing in securities and how to seek redressal of their grievances.

[English]

#### **Review of NREGS**

\*134. SHRI HANNAN MOLLAH:  
SHRIMATI JAYAPRADA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of the cases of violation of guidelines of National Rural Employment Guarantee Scheme (NREGS) and the action taken by the Government thereon, State-wise;

(b) the details of the complaints received about corruption in implementation of the scheme and the action taken by the Government thereon, State-wise;

(c) whether the Government has reviewed the progress made under NREGS;

(d) if so, the details of the findings; and

(e) the instructions issued to various States to streamline the performance and to achieve the objectives of the schemes?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Cases of violation of guidelines and financial irregularities in the implementation of NREGA have been reported to the Ministry. State-wise details of the cases pending with the State Governments alongwith the action taken thereon by the Ministry have been put on the website [www.nrega.nic.in](http://www.nrega.nic.in) under the heading "Complaints". CAG in its draft report on the performance audit of the implementation of NREGA conducted in 68 NREGA districts for the year 2006-07 has given its findings in this regard. The draft report has been examined in the Ministry and has also been shared with all the States. States have given their responses to the observations made by CAG in the draft report. These have been sent to CAG. State responses are in the process of examination by CAG for finalisation of the performance audit report of NREGA.

(c) Yes, Sir. Review of the progress of the implementation of NREGA is done on regular basis. NREGA has been reviewed at the highest level in Prime Minister's review meeting on 20.6.2007. Performance Review Committee meetings are undertaken by the Minister of Rural Development and Secretary (Rural Development) from time to time. During the year 2007-2008, three Regional Review Committee meetings have been held to cover review of all States. These were held at Bhubaneswar, Guwahati and Jaipur. A Central Employment Guarantee Council was constituted on 22.9.2006 to review and monitor the implementation of the Act. The Council has so far held four meetings and reviewed the implementation of NREGA. Members of the Council also conduct field visits in various States to oversee the progress of the Act. An Executive Committee constituted under the Central Council reviewed the progress of the Act in its meetings held on 16.8.2007 and 5.2.08. Review meeting with State Secretaries (Rural Development) of all States was held on 18.12.07 in Delhi. Meeting of the Performance review Committee was also held in Delhi during 16-17 January, 2008.

Progress of NREGA was also reviewed in the interactive session with Members of Parliament held during August-September, 2007. National Level Monitors (NLMs) and Area Officers of the Ministry visit various districts to oversee the progress of the Act. The Area Officers have been directed to cover 10 villages during their each visit. Vigilance and Monitoring Committees have also been set up to review the implementation of the Act.

(d) The issues that have emerged during these reviews relate to (i) timely payment of wages, (ii) timely measurement, (iii) regular monitoring and supervision and (iv) record maintenance and grievance redressal.

(e) States have been instructed to take following measures to achieve the objectives and to streamline the performance of the Scheme.

- (i) Generating Awareness
- (ii) Deployment of adequate Staff with the implementing agencies and their Training
- (iii) People's Participation in generating awareness
- (iv) Vigilance and Monitoring
- (v) Transparency
- (vi) MIS
- (vii) Regular reviews.

#### Slum Population

\*135. SHRI BADIGA RAMAKRISHNA:  
SHRI NARAHARI MAHATO:

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

(a) whether the Government has conducted any survey regarding the slum population in the cities in the country;

(b) if so, the details thereof;

(c) whether the Government has introduced any scheme for the upliftment of slum population;

(d) if so, the details thereof;

(e) the cities included in the above scheme, State-wise specifically in Andhra Pradesh; and

(f) the progress achieved so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) The Census of India, 2001 conducted enumeration of slum population in 640 cities and towns with population of 50,000 or more. Subsequently, at the request of the Ministry of Housing and Urban Poverty Alleviation, the Registrar General of India has conducted enumeration of slum population in 1,103 towns with population between 20,000 and 50,000, which reveals that the slum population in the 1,743 cities and towns where enumeration took place was 52.4 million. For these 1,743 cities and towns, the percentage of slum population works out to 23.5 per cent of the total city/town population. The details of findings from slum census are enclosed as statement-I.

(c) and (d) The Government has launched the Jawaharlal Nehru National Urban Renewal Mission

(JNNURM) on December 3, 2005 to address the issues of provision of housing and basic amenities to slum dwellers/urban poor, in addition to city-wide infrastructure facilities. The Basic Services to the Urban Poor (BSUP) component under JNNURM caters to housing and basic amenities in 63 identified cities of national importance. Similar problems in other cities/towns are addressed through the Integrated Housing and Slum Development Programme (IHSDP). The Mission will be implemented over a period of seven years starting from 2005-06.

(e) and (f) The list of cities included under Basic Services to Urban Poor (BSUP), which include Hyderabad, Visakhapatnam and Vijayawada in Andhra Pradesh is enclosed as Statement-II. As regards IHSDP, it is upto the State Government to identify the cities/towns to be covered. The progress of BSUP and IHSDP so far is shown at Statement III and IV respectively.

### **Statement I**

#### *Census of India—2001—Slum Population*

#### *Figures At A Glance*

Item	Slum population* of		
	640 cities/ Towns (covered at 2001 census vol. I)	1103 towns (covered in the present survey-vol.II)	1743 cities/ towns (combine slum population of 640 + 1103 towns)
1	2	3	4
<b>Population</b>			
Persons	42,578,150	9,793,439	52,371,589
Males	22,697,218	5,062,006	27,759,224
Females	19,880,932	4,731,433	24,612,365
<b>Population (0-6 age group)</b>			
Persons	6,070,951	1,505,905	7,576,856
Males	3,162,966	781,139	3,944,105
Females	2,907,985	724,766	3,632,751

	1	2	3	4
<b>Scheduled Castes Population</b>				
Absolute		7,402,373	2,271,444	9,673,817
Percentage		17.4	23.2	18.5
<b>Scheduled Tribes Population</b>				
Absolute		1,017,408	442,882	1,460,290
Percentage		2.4	4.5	2.8
Sex Ratio		876	935	887
Sex Ratio (0-6 age group)		919	928	921
<b>Literacy rate</b>				
Persons		73.1	68.2	72.2
Males		80.7	77.5	80.1
Females		64.4	58.2	63.2
<b>Work Participation rate</b>				
Persons		32.9	33.6	31.1
Males		51.3	49.7	51.1
Females		11.9	16.4	12.8
<b>Percentage of workers</b>				
Main workers		90.1	85.5	89.3
Marginal Workers		9.9	14.5	10.7
<b>Categories of Workers</b>				
Cultivators		0.9	5.6	1.8
Agricultural Labourers		2.9	16.1	5.4
Household Industry Workers		5.1	6.7	5.4
Other Workers		91.1	71.6	87.4

\*Slum population pertains to 26 States and UTs where slum population has been reported in 2001.

**Statement II**

*State-wise list of identified cities/urban agglomerations (UAs) under Sub-Mission on basic services to the urban poor (BSUP)*

**Andhra Pradesh**

1. Hyderabad
2. Visakhapatnam
3. Vijayawada

**Arunachal Pradesh**

4. Itanagar

**Assam**

5. Guwahati

**Bihar**

6. Patna
7. Bodh Gaya

**Chhattisgarh**

8. Raipur

**Delhi**

9. Delhi

**Goa**

10. Panaji

**Gujarat**

11. Ahmedabad
12. Vadodara
13. Surat
14. Rajkot

**Haryana**

15. Faridabad

**Himachal Pradesh**

16. Shimla

**Jammu and Kashmir**

17. Jammu
18. Srinagar

**Jharkhand**

19. Jamshedpur
20. Dhanbad
21. Ranchi

**Karnataka**

22. Bangalore
23. Mysore

**Kerala**

24. Cochin
25. Thiruvananthapuram

**Madhya Pradesh**

26. Bhopal
27. Jabalpur
28. Indore
29. Ujjain

**Maharashtra**

30. Greater Mumbai
31. Nashik
32. Pune
33. Nagpur
34. Nanded

**Meghalaya**

35. Shillong

**Manipur**

36. Imphal

**Mizoram**

37. Aizawl

**Nagaland**

38. Kohima

**Orissa**

39. Bhubaneswar
40. Puri

Pondicherry

41. Pondicherry

Punjab

42. Ludhiana

43. Amritsar

Rajasthan

44. Jaipur

45. Ajmer-Pushkar

Tamil Nadu

46. Chennai

47. Madurai

48. Coimbatore

Tripura

49. Agartala

Uttar Pradesh

50. Lucknow

51. Varanasi

52. Agra

53. Kanpur

54. Meerut

55. Allahabad

56. Mathura

Uttaranchal

57. Dehradun

58. Nainital

59. Haridwar

West Bengal

60. Kolkata

61. Asansol

Sikkim

62. Gangtok

Chandigarh

63. Chandigarh

**Statement III*****Progress of BSUP as on 1.3.2008*****All India**

No. of Cities/Towns Covered	-	58
No. of Projects Approved	-	251
Dwelling Units Approved	-	7,60,817
Total Project Cost Approved	-	Rs. 16,708.32 Crore
Central Share Commitment	-	Rs. 8,383.82 Crore
Central Share Released	-	Rs. 1,768.59 Crore

**Andhra Pradesh**

No. of Cities/Towns Covered	-	3
No. of Projects Approved	-	19
Dwelling Units Approved	-	93,995
Total Project Cost Approved	-	Rs. 1,707.78 Crore
Central Share Commitment	-	Rs. 846.92 Crore
Central Share Released	-	Rs. 195.72 Crore



**Statement-IV*****Progress of IHSDP as on 1.3.2008*****All India**

No. of Cities/Towns Covered	-	367
No. of Projects Approved	-	391
Dwelling Units Approved	-	2,44,510
Total Project Cost Approved	-	Rs. 3,708.67 Crore
Central Share Commitment	-	Rs. 2,691.95 Crore
Central Share Released	-	Rs. 1,128.38 Crore

**Andhra Pradesh**

No. of Cities/Towns Covered	-	47
No. of Projects Approved	-	57
Dwelling Units approved	-	29,257
Total Project Cost Approved	-	Rs. 687.26 Crore
Central Share Commitment	-	Rs. 511.12 Crore
Central Share Released	-	Rs. 255.56 Crore

**Metro Rail Projects**

\*136. SHRI P.C. THOMAS:

SHRI P. KARUNAKARAN:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government proposes to construct Metro Rail Projects in many parts of the country;

(b) if so, the details thereof; and

(c) the efficiency factor of the projects constructed by DMRC vis-a-vis similar rail projects in foreign countries?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The Government of India does not plan or initiate action for construction of metro rail system in any city in the country. Urban Transport being

a State subject, the proposals for such construction in cities originate from the respective State Governments and Central financial assistance is extended to such proposals on merits in the form of gross budgetary support or in the form of grant under the scheme of Ministry of Finance for financial support to the Public Private Partnerships in Infrastructure.

(b) The status of the projects implemented, under implementation or included in Annual Plan 2008-09 is indicated in the enclosed statement.

(c) No such assessment has been made by any Governmental or other agency. DMRC has informed that Delhi Metro MRTS Phase-I was completed within the approved estimate of completion time and cost. No scale related to efficiency factor is available for comparison with other similar metro rail projects in foreign countries.

## Statement

*List of proposals for Metro projects for Delhi and NCR*

Sl. No.	Project	Length (in km)	Cost (Rs. In crore)	Status
1	2	3	4	5
1.	Delhi MRTS Phase I Shahdara-Rithala	65.05 22.06	10571	With the opening of Barakhamba Road – Indraprastha line on 11.11.2006, Phase-I has been made fully operational.
	Vishwavidyalaya-Central Secretariat	10.84		
	Indraprastha-Dwarka	25.64		
	Dwarka sub-city (Dwarka-Dwarka VI)	6.5		
2.	Delhi MRTS Phase II	54.675	8605.36	Under Implementation Target/Completion date
	Vishva Vidyalaya – Jahangir Puri	6.36		31.10.2009
	Central Secretariat – Qutab Minar	12.525		30.6.2010
	Shahdara – Dilshad Garden	3.09		31.12.2008
	Indraprastha – New Ashok Nagar	8.07		30.6.2009
	Yamuna Bank – Anand Vihar ISBT	6.16		31.12.2009
	Kirti Nagar – Mundka (along with operational link to Inderlok)	18.47		31.3.2010
3.	Extension of Delhi Metro from Ambedkar Nagar in Delhi to Sushantlok (Gurgaon)	14.47	1581	The project is under implementation and targeted for completion by 31.7.2010
4.	Extension of Delhi Metro from New Ashok Nagar in Delhi to NOIDA Sector-32	7.0	827	Final approval of the project by Government on 18.1.2008. Project is targeted for completion by 30.6.2009.
5.	High Speed Express Link from New Delhi Railway Station to IGI Airport	19.2	3076	The project is under implementation and targeted for completion in June, 2010.

1	2	3	4	5
6.	Central Secretariat to Badarpur	20.16	40.12	The project is under implementation and Targeted for completion In June, 2010.
7.	Express link from IGI Airport to Dwarka Sector-21	3.50	793	Proposal has been approved by Government on 18.1.2008. Project is targeted for completion by September, 2010.
8.	Metro link from Dwarka Sector-9 to Sector-21	2.76	275 + 81.11 (cost of rolling stock to be met by DMRC)	Proposal has been approved by Government as a DDA funded project on 18.1.2008. Project is targeted for completion by December, 2009.

*Profile of MRTS proposals in the country (other than NCR)*

Details of the proposals for Rail Systems	Present status
*Bangalore:	
Total length – 33 kms in two corridors to be constructed at an estimated completion cost Rs. 6395 cr.	The approval for the Central Government for the project implementation was communicated on 11.5.2008.
East–West Corridor from Biaya-Panahalli to Mysore Road–18.1 Km	The project is scheduled to be Completed in 5 years viz. Dec. 2011.
North–South Corridor from Yeshwanth-Pur to R.V. Road Jayanagar – 14.9 Km	The first section of 7 kms will be completed in March 2010.
East-West Metro Corridor project Kolkata	The State Government has proposed to execute the project in the Delhi Metro Rail Corporation (DMRC) model viz. through a joint venture Government Company of Government of India and the State Government.
Howrah Station to Salt lake Sector V	
Total Length – 13.77 kms.	The project has been included in the Annual Plan 2008-09.
(8km underground and 5.77km elevated)	
Estimated completion cost Rs. 4676 cr.	
Scheduled duration of completion six and half years	

*[Translation]***Allocations under Indira Awaas Yojana**

\*137. SHRI AJIT JOGI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the allocation of funds made by the Government under Indira Awaas Yojana (IAY) during each of the last three years and in the current year, State-wise/UT-wise;

(b) whether the Government is releasing/has released the second instalment for Indira Awaas Yojana (IAY) to the States under the Scheme for the year 2006-07;

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

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

(e) whether the quality of all the accommodation has been found to be upto the mark; and

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

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

As per IAY guidelines, the construction of IAY houses is done by the beneficiaries themselves with a layout and type design of their own choice. As per "All India Report on Concurrent Evaluation of Indira Awaas Yojana (IAY)" conducted during 1998-1999, 86% of the beneficiaries have expressed satisfaction with the constructed houses.

**Statement**

*Year-wise and State-wise central allocation during last three years and current year and Release of Second instalment, Utilisation of funds and houses constructed during 2006-07 under the Indira Awaas Yojana*

(Rs in lakhs)

Sl. No.	Name of the States /UTs	Central Allocation				Central Release as Second instalment During 2006-07	Utilisation of funds during 2006-07#	No. of houses Constructed during 2006-07
		2004-05	2005-06	2006-07	2007-08			
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	17981.83	24399.42	25939.14	36027.75	12989.57	33784.76	146403
2.	Arunachal Pradesh	825.98	949.43	1018.68	1395.30	488.87	1023.40	4600
3.	Assam	18584.99	20994.23	22525.46	30853.66	9815.43	36388.67	125441
4.	Bihar	48846.34	72020.72	76565.57	106344.49	35254.49	124880.81	349053
5.	Chhattisgarh	3074.96	3773.17	4011.28	5571.39	2005.64	5334.44	20818
6.	Goa	116.18	150.28	159.77	221.90	55.56	196.06	1115
7.	Gujarat	5167.82	11966.03	12721.14	17668.82	6172.85	15443.63	65195

1	2	3	4	5	6	7	8	9
8.	Haryana	1747.40	1680.04	1786.06	2480.72	877.39	2707.97	10375
9.	Himachal Pradesh	773.06	592.56	629.95	874.96	311.05	907.53	3317
10.	Jammu and Kashmir	924.74	1840.52	1956.67	2717.68	825.23	2381.15	10667
11.	Jharkhand	14351.50	6423.93	6829.31	9485.46	2207.84	11782.16	57246
12.	Karnataka	9301.41	9400.43	9993.64	13880.51	4455.96	12140.71	49088
13.	Kerala	5763.87	5227.51	5557.39	7718.85	2778.70	7062.58	30817
14.	Madhya Pradesh	10730.71	7504.14	7977.69	11080.48	3887.98	13024.53	54544
15.	Maharashtra	16503.47	14714.56	15643.12	21727.25	7613.02	24512.90	78427
16.	Manipur	984.83	824.15	884.26	1211.19	213.89	784.14	3460
17.	Meghalaya	1308.47	1435.38	1540.07	2109.47	124.34	1189.73	4183
18.	Mizoram	314.12	305.89	328.20	449.55	130.17	410.53	2178
19.	Nagaland	844.67	949.84	1019.11	1395.90	137.39	1069.52	6321
20.	Orissa	14476.04	14149.75	15042.66	20893.26	7446.29	21534.98	81345
21.	Punjab	1157.56	2077.71	2208.83	3067.91	401.75	1932.32	8250
22.	Rajasthan	4876.10	6013.11	6392.56	8878.84	3196.23	9351.73	33397
23.	Sikkim	226.45	181.66	194.91	266.97	97.46	387.85	1554
24.	Tamilnadu	9030.00	9768.97	10385.44	14424.69	5192.72	20434.91	27919
25.	Tripura	1910.49	1849.42	1984.31	2717.96	921.16	2531.71	10612
26.	Uttar Pradesh	32923.88	32348.75	34390.12	47765.59	16791.98	42750.32	165469
27.	Uttaranchal	3419.68	1621.77	1724.11	2394.68	852.42	3221.45	17239
28.	West Bengal	19407.12	19518.40	20750.10	28820.51	9630.34	28051.07	128838
29.	Andaman and Nicobar Islands	218.73	309.46	328.99	456.94	0.00	12.87	62
30.	Dadra and Nagar Haveli	114.78	51.56	54.82	76.13	0.00	25.92	77
31.	Daman and Diu	47.51	23.07	24.52	34.06	0.00	1.86	8
32.	Lakshadweep	3.72	20.00	21.26	29.54	10.63	34.88	88
33.	Pondicherry	108.59	154.14	163.86	227.59	0.00	45.36	261
Total		246067.00	273240.00	290753.00	403270.00	134846.35	425342.45	1498367

#Utilisation is out of total available funds during the year which includes opening balance, first instalments, second instalments and others misc. receipts, if any.

**Additional Power Generation Capacity**

\*138. SHRI SANTOSH GANGWAR:  
SHRI G. KARUNAKARA REDDY:

Will the Minister of POWER be pleased to state:

(a) the details of the total number of power plants functioning in the country, the installed capacity and the actual power generated therefrom as on date, State/Union Territory-wise;

(b) whether the Government has chalked out any ambitious plan to review the execution work of the on-going power projects;

(c) If so, whether the Government proposes to constitute any task force to monitor the smooth supply of power generation equipments and to improve Generation, Transmission and Distribution of power in the country; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) A statement indicating the State-wise/Union Territory-wise power plants in the country with installed capacity as on 31st January, 2008 and the actual generation during the period April, 2007 to January, 2008, is enclosed.

(b) For ensuring delivery of accelerated capacity addition, the following mechanism has been evolved:

- Central Electricity Authority (CEA) has a nodal officer associated with each ongoing project which continuously monitors the progress at site through frequent visits and continuous interaction.
- Regular meetings are being organized in Ministry of Power with CEA, Central Public Sector Undertakings (CPSUs) and other stakeholders with a view to review the critical milestones associated with each on-going project.
- To strengthen the monitoring mechanism, steps have been taken to set up Power Project Monitoring Panel (PPMP).

(c) and (d) In pursuance with decisions taken in the Chief Ministers' Conference, held on 28.5.2007 following Group/Sub-Committee/Task Force have been set up:

- A Standing Group of Ministers has been constituted.
- A Sub-Committee of the Group of Ministers has been constituted under the chairmanship of Deputy Chairman, Planning Commission to look at financing issues including upgradation of transmission and distribution networks.
- A Task Force on Hydro Development headed by Union Minister of Power has been constituted.

The Central Electricity Authority has constituted a Task Force to assess the requirement of equipment and material and corresponding industries manufacturing these materials.

**Statement**

*Station-wise and Category-wise Power Generation vis a vis Programme during 2007-08 (Apr.'07 to January'08)*

State	Sector	Category	Name of Station	Capacity (MW) (As On 31-01-08)	April'07 to January 2008 Actual (MU)
1	2	3	4	5	6
DELHI	Central	Thermal	BADARPUR	720	4487.79
	State	Thermal	I.P. STATION	247.5	865.86

1	2	3	4	5	6
			RAJGHAT	135	767.91
			I.P. CCPP	282	1063.24
			PRAGATI CCPP	330.4	2061.3
DELHI		Thermal		1714.9	9246.1
DELHI Total				1714.9	9246.1
HARYANA	Central	Thermal	FARIDABAD CCPP	430	2109.88
	State	Thermal	FARIDABAD EXT.	180	607.14
			PANIPAT	1360	8206.79
			YAMUNA NAGAR TPS	300	6.5
		Hydro	W.Y. CANAL	62.4	237.27
HARYANA		Thermal		2270	10930.31
		Hydro		62.4	237.27
HARYANA Total				2332.4	11167.58
HIMACHAL PRADESH	Central	Hydro	BAIRA SIUL	198	488.07
			BHAKRA	1325	4447.95
			CHAMERA	540	1887.35
			CHAMERA II	300	1308.7
			DEHAR	990	2653.65
			NATHPA JHAKRI	1500	5976.81
			PONG	396	1649.4
	State	Hydro	ANDHRA	16.95	58.42
			BANER	12	36.9
			BASSI	60	255.04
			BINWA	6	26.32
			GAJ	10.5	39.27
			GHANVI	22.5	71.92
			GIRI BATA	60	162.97
			KHAULI	12	25.21
			LARJI	126	533.73

1	2	3	4	5	6
			SANJAY BHABA	120	417.45
			THIROT	4.5	7.72
	Private	Hydro	BASPA	300	1222.56
			MALANA	86	317.8
HIMACHAL PRADESH		Hydro		6085.45	21587.24
HIMACHAL PRADESH Total				6085.45	21587.24
JAMMU AND KASHMIR	Central	Hydro	DULHASTI	390	2041.61
			SALAL	690	2959.1
			URI	480	2109.04
	State	Thermal	PAMPORE GT	175	0
		Hydro	BAGLIHAR	0	0
			CHENANI	32.8	5.04
			GANDHARBAL	15	18.03
			KARGIL	3.75	7.35
			LOWER JHELMUM	105	342.01
			MOHARA	9	3.32
			PAHALGAM	4.5	0
			SEWA	9	10.11
			STAKNA	4	5.56
			UPPER SINDH	127.6	380.77
JAMMU AND KASHMIR		Thermal		175	0
		Hydro		1870.65	7881.94
JAMMU AND KASHMIR Total				2045.65	7881.94
PUNJAB	Central	Hydro	GANGUWAL	83.58	458.34
			KOTLA	84.57	520.56
	State	Thermal	GHTP (LEH.MOH.)	420	2894.51
			GHTP II LEH.MOH	250	0
			GNDTP (BHATINDA)	440	2567.47
			ROPAR	1260	8174.57



1	2	3	4	5	6
		Hydro	ANANDPUR SAHIB	134	627.67
			MUKERIAN	207	1244.96
			RANJIT SAGAR	600	1389.77
			SHAN AN	110	487.45
			U.B.D.C.	91.35	367.75
PUNJAB		Thermal		2370	13636.55
		Hydro		1310.5	5096.5
PUNJAB Total				3680.5	18733.05
RAJASTHAN	Central	Thermal	ANTA CCPP	413	2237.85
		Nuclear	R.A.P.S.	740	2069.19
	State	Thermal	KOTA	1045	6904.83
			SURATGARH	1250	8386.75
			GIRAL TPP	125	143.2
			DHOLPUR CCPP	330	615.44
			RAMGARH CCPP	113.8	331.92
		Hydro	ANOOPGARH	9	1.75
			J. SAGAR	99	353.18
			MAHI BAJAJ	140	236.24
			R.P. SAGAR	172	550.6
			RMC MANGROL	6	0
			SURATGARH	4	0
RAJASTHAN		Thermal		3276.8	18618.99
		Nuclear		740	2069.19
		Hydro		430	1141.77
RAJASTHAN Total				4446.8	21830.95
UTTAR PRADESH	Central	Thermal	DADRI (NCTPP)	840	5974.28
			RIHAND STPS	2000	13797.64
			SINGRAULI STPS	2000	13478.89

1	2	3	4	5	6
			TANDA	440	2933.43
			UNCHAHAHAR	1050	7456.47
			AURAIYA CCPP	652	3361.95
			DADRI CCPP	817	4305.06
		Nuclear	N.A.P.S.	440	590.67
	State	Thermal	ANPARA	1630	9809.68
			HARDUAGANJ B	325	603.32
			OBRA	1482	4409.24
			PANKI	210	830.91
			PARICHHA	640	1934.91
		Hydro	E.Y. CANAL	6	4.41
			KHARA	72	225.93
			MATATILLA	30	63.44
			OBRA	99	147.01
			RIHAND	300	354.56
			SHEETLA	0	1.02
			U.G. CANAL	15.6	19.58
UTTAR PRADESH		Thermal		12086	68895.78
		Nuclear		440	590.67
		Hydro		522.6	815.95
UTTAR PRADESH Total				13048.6	70302.4
UTTARAKHAND	Central	Hydro	DHAULI GANGA	280	1123.22
			TANAKPUR	120	430.47
			TEHRI ST-1	1000	2239.21
	State	Hydro	CHIBRO (YAMUNA)	240	682.75
			CHILLA	144	718.11
			DHAKRANI	33.75	135.6
			DHALIPUR	51	190.97
			KHATIMA	41.4	137.42

1	2	3	4	5	6
			KHODRI	120	320.98
			KULHAL	30	134.72
			MANERI BHALI	90	411.2
			MANERI BHALI II	76	0
			MOHAMADPUR	9.3	30.86
			PATHRI	20.4	75.16
			RAMGANGA	198	150.19
	Private	Hydro	VISHNU PRAYAG	400	1754.92
UTTARAKHAND		Hydro		2853.85	8535.78
UTTARAKHAND Total				2853.85	8535.78
NR		Thermal		21892.70	121328.73
		Nuclear		1180.00	2659.86
		Hydro		13135.45	45296.45
NR Total				36208.15	169285.04
CHHATTISGARH	Central	Thermal	KORBA STPS	2100	14665.48
			SIPAT STPS	500	0
	State	Thermal	KORBA E/ ST V	500	397.37
			KORBA-II	200	1288.63
			KORBA-III	240	1380.79
			KORBA-WEST	840	4968.71
		Hydro	GANGREL	10	27.65
			HASDEOBANGO	120	209.86
			SIKASAR	7	2.68
	Private	Thermal	OP JINDAL	250	0
		Thermal	BHILAI IMP	0	0
CHHATTISGARH		Thermal		4630	22682.98
		Hydro		137	240.19
CHHATTISGARH Total				4767	22923.17

1	2	3	4	5	6
GOA	Private	Thermal	GOA GT	48	269.54
GOA		Thermal		48	269.54
GOA Total				48	269.54
GUJARAT	Central	Thermal	GANDHAR CCPP	648	3227.04
			KAWAS CCPP	644	2869.81
		Nuclear	KAKRAPARA	440	1687.5
	State	Thermal	GANDHI NAGAR	870	4605
			SIKKA REP.	240	1218.73
			UKAI	850	4243.18
			WANAKBORI	1470	8995.83
			AKRIMOTA LIG	250	792.9
			KUTCH LIG.	215	1171.39
			DHUVARAN	220	1087.84
			DHUVARAN CCPP	218.62	888.95
			HAZIRA CCPP	156.1	922.19
			UTRAN CCPP	144	820.33
		Hydro	KADANA	240	252.51
			S. SAROVAR CHPH	250	251
			S. SAROVAR RBPH	1200	3967.99
			UKAI	305	823.12
	Private	Thermal	TORR POWER AEC	60	443.28
			TORR POWER SAB.	330	2439.8
			VATWA CCPP	100	494.23
		Thermal	SURAT LIG.	250	1531.94
			BARODA CCPP	160	964.02
			ESSAR CCPP	515	1667.54
			PEGUTHAN CCPP	655	3266.02
			SUGEN CCPP	0	0
		Thermal	GIPCL. GT IMP	0	954.43

1	1	2	3	4	5	6
	GUJARAT		Thermal		7995.72	42504.45
			Nuclear		440	1687.5
			Hydro		1995	5294.62
	GUJARAT Total				10430.72	49486.57
	MADHYA PRADESH	Central	Thermal	VINDHYACHAL STP	3260	21326.82
			Hydro	INDIRA SAGAR	1000	2553.08
				OMKARESHWAR	520	603.7
		State	Thermal	AMAR KANTAK	60	100.46
UT				AMAR KANTAK EXT	240	770.22
UT				SANJAY GANDHI	1340	4650.66
NR				SATPURA	1142.5	6196.09
			Hydro	BANSAGAR (I)	315	966.49
				BANSAGAR D (III)	60	73.53
NR				BANSAGAR J (IV)	20	17.24
CH				BANSAGAR S (II)	30	57.24
				BARGI	90	373.93
				BIRSINGHPUR	20	40.97
				GANDHI SAGAR	115	434.62
				MADHIKHERA	40	11.49
				PENCH	160	364.71
				RAJGHAT (MP)	45	50.63
				RANI AVANTI BAI	10	0
		Private	Hydro	TAWA	13.5	0
	MADHYA PRADESH		Thermal		6042.5	33044.25
			Hydro		2438.5	5547.63
	MADHYA PRADESH Total				8481	38591.88
Ct	MAHARASHTRA	Central	Thermal	R. GIRI CCPP II	740	2715.07
				R. GIRI CCPP III	740	1097.88
Cl			Nuclear	TARAPUR	1400	6201.05

1	2	3	4	5	6
	State	Thermal	BHUSAWAL	475	2673.94
			CHANDRAPUR	2340	13029.39
			KHAPARKHEDA II	840	5278.18
			KORADI	1040	5265
			NASIK	880	5172.2
			NEW PARLI	250	888.2
			PARAS	55	278.32
			PARAS EXP.	250	107.48
			PARLI	670	3452.25
			URAN CCPP	912	3102.84
		Hydro	BHATGARH	16	63.1
			BHATSA	15	86.13
			BHIRA TAIL RACE	80	76.56
			DHOM	2	7.72
			DIMBHE	5	14.52
			DUDH GANGA	24	67.63
			ELDARI	22.5	28.5
			KANHER	4	10.63
			KHARGVASLA (VAR)	8	27.39
			KOYNA	1960	3178.85
			KVASLA (PANSKET)	8	35.07
			MANIKDOH	6	8.42
			PAITHON	12	17.49
			PAWANA	10	14.55
			RADHANAGRI	4.8	9.29
			SURYA	6	10.11
			TILLARI	60	103.98
			UJJAINI	12	40.26
			VAITARNA	61.5	130.02

1	2	3	4	5	6
			VEER	9	44.75
			WARNA	16	59.64
	Private	Thermal	DAHANU	500	3714.05
			TROMBAY	1150	7225.86
			TROMBAY CCPP	180	1094.69
		Hydro	BHANDARDHARA	44	117.62
			BHIRA	150	328.5
			BHIRA PSS	150	520.15
			BHIVPURI	72	227.27
			KHOPOLI	72	223.21
MAHARASHTRA		Thermal		11022	55095.35
		Nuclear		1400	6201.05
		Hydro		2829.8	5451.36
MAHARASHTRA Total				15251.8	66747.76
WR		Thermal		29738.22	153596.57
		Nuclear		1840.00	7888.55
		Hydro		7400.30	16533.80
WR Total				38978.52	178018.92
ANDHRA PRADESH	Central	Thermal	RAMAGUNDEM STPS	2600	16879.59
			SIMHADRI	1000	6330.96
	State	Thermal	Dr. N. TATA RAO	1260	7938.07
			KOTHAGUDEM	680	4158.15
			KOTHAGUDEM NEW	500	3289.24
			RAMAGUNDEM - B	62.5	418.08
			RAYALASEEMA	840	3433.51
			VJESWARAN CCPP	272	870.3
		Hydro	DONKARAYI	25	104.89
			HAMPI	36	72.65
			LOWER SILERU	480	1016.26

1	2	3	4	5	6
			MACHKUND	114.75	377.61
			NAGARJUN SGR L	60	100.48
			NAGARJUN SGR R	90	206.23
			NAGARJUNA SAGAR	810	2086.04
			NIZAM SAGAR	10	5.42
			PENNA AHOBELAM	20	2.61
			POCHAMPAD	27	51.22
			PRIYADARSHNI	0	0
			SINGUR	15	2.93
			SMALL HYDRO	15	15.77
			SRISAILAM	770	1898.55
			SRISAILAM LB	900	2269.85
			T.B. DAM	36	123.21
			UPPER SILERU	240	398.13
	Private	Hydro	GUNTUR	3.75	0
		Thermal	GAUTAMI CCPP	0	0
			GODAVARI CCPP	208	1233.89
			JEGURUPADU CCPP	455.4	1090.65
			KONASEEMA CCPP	0	0
			KONDAPALLI CCPP	350	1906.22
			PEDDAPURAM CCPP	220	966.27
			VEMAGIRI CCPP	370	0
			LVS POWER DG	36.8	0
ANDHRA PRADESH		Thermal		8854.7	48514.93
		Hydro		3632.5	8731.85
ANDHRA PRADESH Total			12487.2	57246.78	
KARNATAKA	Central	Nuclear	KAIGA	660	2248.01
	State	Thermal	BELLARY TPP	500	0
			RAICHUR	1470	8882.1
			YELHANKA (DG)	127.92	165.74



1	2	3	4	5	6
		Hydro	ALMATTI DPH	290	636.57
			BHADRA	39.2	45.83
			GERUSUPPA	240	550.01
			GHAT PRABHA	32	108.65
			JOG	139.2	252.18
			KADRA	150	367.82
			KALINADI	855	2537.55
			KALINADI SUPA	100	406.94
			KODASALI	120	332.98
			LIGANAMAKKI	55	269.47
			MALLARPUR	9	0
			MANI DPH	9	30.21
			MUNIRABAD	27	93.26
			SHARAVATHY	1006.2	4778.45
			SHIMSAPURA	17.2	59.22
			SIVASAMUNDRUM	42	251.11
			VARAHI	230	1129.69
	Private	Thermal	TORANGALLU	260	1194.33
			TANIR BAVI CCPP	220	321.74
			BELGAUM DG	81.3	157.73
			BELLARY DG	25.2	44.08
		Hydro	CHAYADEVI	25	51.63
			HARANGI	9	33.88
			MADHAVAMANTR1	4.5	14.56
			MANDAGERE	3.5	7.82
			NARAYANPUR	11.6	43.11
			NERIA	9	19.57
			SHAHPUR	6.6	14.64
			SHIVPURA	18	56.46

1	2	3	4	5	6
KARNATAKA		Thermal		2684.42	10765.72
		Nuclear		660	2248.01
		Hydro		3448	12091.61
KARNATAKA Total				6792.42	25105.34
KERALA	Central	Thermal	R. GANDHI CCPP	350	1366.45
	State	Thermal	BRAMHAPURAM DG	106.6	70.17
			KOJIKODE DG	128	188.22
		Hydro	CHEMBUKADAVU	6.5	9.29
			IDAMALAYAR	75	427.82
			IDUKKI	780	2702.16
			KAKKAD	50	207.77
			KALLADA	15	58.52
			KUTTIADI	125	577.27
			LOWER PERIYAR	180	644.33
			MADHUPATTY	2	3.29
			MALANKARA	10.5	32.49
			NARIMANGLAM	45	284.13
			PALLIVASAL	37.5	193.78
			PANNIAR	30	82.14
			PEPPARA	3	9.89
			PORINGALKUTTU	32	151.2
			PORINGALKUTTU L	16	49.02
			SABARIGIRI	300	1272.53
			SENGULAM	48	144.03
			SHOLAYAR	54	213.49
			URUMI	6.2	13.77
	Private	Thermal	COCHIN CCPP	174	240.13
			KASARGODE DG	21.84	32.28
		Hydro	KUTHUNGAL	21	55.16
			MANIYAR	10	35.31

1	2	3	4	5	6
KERALA		Thermal		780.44	1897.25
		Hydro		1846.7	7165.39
KERALA Total				2627.14	9062.64
LAKSHADWEEP	State	Thermal	LAKSHADWEEP DG	9.97	24
LAKSHADWEEP		Thermal		9.97	24
LAKSHADWEEP Total				9.97	24
PUDUCHERRY	State	Thermal	KARAIKAL CCPP	32.5	232.26
PUDUCHERRY		Thermal		32.5	232.26
PUDUCHERRY Total				32.5	232.26
TAMIL NADU	Central	Thermal	NEYVELI FST EXT	420	2655.16
			NEYVELI ST I	600	2937.04
			NEYVELI ST II	1470	8747.44
		Nuclear	M.A.P.P.	440	1426.18
	State	Thermal	ENNORE	450	1577.36
			METTUR	840	5510.44
			NORTH CHENNAI	630	3755.17
			TUTICORIN	1050	6562.08
			KOVIKALPAL CCPP	107	548.25
			KUTTALAM CCPP	100	0
			NARIMAN GT	10	0
			VALUTHUR CCPP	94	484.26
			BASIN BRIDGE GT	120	50.53
		Hydro	ALIYAR	60	176.24
			BHAWANI KATTAL	30	101.3
			KADAMPARI	400	414.69
			KODAYAR	100	235.2
			KUNDAH	555	1816.98
			LOWER BHAVANI	16	69.01
			LOWER METTUR	120	355.5

1	2	3	4	5	6
			METTUR DAM	40	148.77
			METTUR TUNNEL	200	583.27
			MOYAR	36	156.51
			PAPANASAM	28	122.65
			PARSEN'S VALLEY	30	43.1
			PERIYAR	140	234.46
			PYKARA	69.95	139.49
			PYKARA DAM	2	6.49
			PYKARA ULT.	150	432.05
			SARKARPATHY	30	119.48
			SATHNUR DAM	7.5	0.01
			SERVALAR	20	43.66
			SHOLAYAR	95	397.75
			SURULIYAR	35	110.13
			VAIGAI	6	19.71
	Private	Thermal	NEYVELI TPS(Z)	250	1507.3
			KARUPPUR CCPP	119.8	715.69
			P. NALLUR CCPP	330.5	1746.52
			VALANTARVY CCPP	52.8	292.15
			B. BRIDGE D.G	200	906.3
			SAMALPATTI DG	105.7	400.07
			SAMAYANALLUR DG	106	388.16
TAMIL NADU		Thermal		7055.8	38783.92
		Nuclear		440	1426.18
		Hydro		2170.45	5726.45
TAMIL NADU Total				9666.25	45936.55
SR		Thermal		19417.83	100218.08
		Nuclear		1100.00	3674.19
		Hydro		11097.65	33715.30
SR Total				31615.48	137607.57

1	2	3	4	5	6
ANDAMAN AND NICOBAR	State	Thermal	AND. NICOBAR DG	40.05	70.29
		Hydro	KALPONG	5.25	6.16
	Private	Thermal	BAMBOOFLAT DG	20	92.92
ANDAMAN AND NICOBAR		Thermal		60.05	163.21
		Hydro		5.25	6.16
ANDAMAN AND NICOBAR Total				65.3	169.37
BIHAR	Central	Thermal	KAHALGAON	1340	5577.48
	State	Thermal	BARAUNI	320	79.23
			MUZAFFARPUR	220	1.39
		Hydro	E.G. CANAL	15	15.17
			KOSI	20	8.28
			SONE EAST CANAL	3.3	6.55
			SONE WEST CANAL	6.6	13.49
BIHAR		Thermal		1880	5658.1
		Hydro		44.9	43.49
BIHAR Total				1924.9	5701.59
JHARKHAND	Central	Thermal	BOKARO B	630	3248.82
			CHANDRAPURA	750	2002.66
			MAITHON GT	90	0
		Hydro	PANCHET	80	198.09
			TILLAYA	4	17.95
	State	Thermal	PATRATU	840	547.49
			TENUGHAT	420	1578.24
		Hydro	SUBERNREKHA	130	205.95
	Private	Thermal	JOJOBERA	360	1776.57
JHARKHAND		Thermal		3090	9153.78
		Hydro		214	421.99
JHARKHAND Total				3304	9575.77

1	2	3	4	5	6
ORISSA	Central	Thermal	TALCHER	470	2835.21
			TALCHER STPS	3000	20412.8
	State	Thermal	IB VALLEY	420	2462.75
			BALIMELA	435	1601.71
		Hydro	HIRAKUD	331.5	916.64
			INDRAVATI	600	2553.34
			RENGALI	250	947.01
			UPPER KOLAB	320	977.23
	Private	Thermal	ICCL IMP	0	257.3
			NALCO IMP	0	250.11
ORISSA		Thermal		3890	26218.17
		Hydro		1936.5	6995.93
ORISSA Total				5826.5	33214.1
SIKKIM	Central	Hydro	RANGIT	60	310.22
	State	Thermal	GANGTOK DG	4	0.07
			RANIPOOL DG	1	0
		Hydro	L. LAGYAP	12	31.61
			MOYANCHU	4	7.11
			RONGLI	0	0
			SMALL HYDRO	8	2.6
			U. RONGCHU	8	2.63
SIKKIM		Thermal		5	0.07
		Hydro		92	354.17
SIKKIM Total				97	354.24
WEST BENGAL	Central	Thermal	DURGAPUR	340	1343.04
			FARAKKA STPS	1600	9662.23
			MEJIA	1340	5513.07
		Hydro	MAITHON	60	189.23
			TEESTA V	0	0

1	2	3	4	5	6
	State	Thermal	BAKRESWAR	840	4180.15
			BANDEL	450	1756.14
			D.P.L.	695	1192.43
			KOLAGHAT	1260	6505.42
			SAGARDIGHI TPP	300	0
			SANTALDIH	730	1293.97
			HALDIA GT	40	0
			KASBA GT	40	0
			SILIGURI GT	20	0
		Hydro	JALDHAKA	35	116.55
			MASSANJORE	4	0
			PURULIA PSS	900	266.33
			RAMMAM	50	192.75
			TEESTA	67.5	49.85
	Private	Thermal	BUDGE BUDGE	500	3654.85
			NEWCOSSIPORE	160	415.8
			SOUTHERN REPL.	135	963.24
			TITAGARH	240	1638.52
		Thermal	CHINAKURI	20	102.73
			DISHERGARH	14.2	37.64
WEST BENGAL		Thermal		8724.2	38259.23
		Hydro		1116.5	814.71
WEST BENGAL Total				9840.7	39073.94
ER		Thermal		17649.25	79452.56
		Hydro		3409.15	8636.45
ER Total				21058.40	88089.01
ARUNACHAL PRADESH Central		Hydro	RANGANADI	405	1424.91
	State	Hydro	NURANG	6	4.96
			TAGO	4.5	4.19

1	2	3	4	5	6
ARUNACHAL PRADESH		Hydro		415.5	1434.06
ARUNACHAL PRADESH Total				415.5	1434.06
ASSAM	Central	Thermal	KATHALGURI CCPP	291	1427.56
		Hydro	KOPILI	225	964.9
	State	Thermal	BONGAIGAON	240	0
			CHANDRAPUR	60	0
			LAKWA GT	120	403.52
			MOBILE GT	21	0
			NAMRUP GT	81.5	263.35
			NAMRUP ST	30	79.97
			NAMRUP WHP	22	68.77
		Hydro	KARBI LANGPI	100	469.17
	Private	Thermal	DLF ASSAM GT	24.5	78.77
ASSAM		Thermal		890	2321.94
		Hydro		325	1434.07
ASSAM Total				1215	3756.01
MANIPUR	Central	Hydro	LOKTAK	90	540.69
	State	Thermal	LEIMAKHONG DG	36	0
MANIPUR		Thermal		36	0
		Hydro		90	540.69
MANIPUR Total				126	540.69
MEGHALAYA	Central	Hydro	KHONDONG	50	216.14
	State	Hydro	KYREDEMKULAI	60	131.32
			UMIAM	114	427.6
			UMTRU	11.2	42.49
MEGHALAYA		Hydro		235.2	817.55
MEGHALAYA Total				235.2	817.55
MIZORAM	State	Thermal	BAIRABI DO	22.92	2.45
MIZORAM		Thermal		22.92	2.45
MIZORAM Total				22.92	2.45



1	2	3	4	5	6
NAGALAND	Central	Hydro	DOYANG	75	254.32
	State	Hydro	LIKIM RO	24	94.92
NAGALAND		Hydro		99	349.24
NAGALAND Total				99	349.24
TRIPURA	Central	Thermal	AGARTALA GT	84	548.9
	State	Thermal	BARAMURA GT	37.5	135.95
			ROKHIA GT	90	348.93
		Hydro	GUMTI	15	30.38
TRIPURA		Thermal		211.5	1033.78
		Hydro		15	30.38
TRIPURA Total				226.5	1064.16
NER		Thermal		1160.42	3358.17
		Hydro		1179.70	4605.99
NER Total				2340.12	7964.16
BHUTAN IMP		Hydro		0	5063.95
All India		Thermal		89858.42	457954.11
		Nuclear		4120.00	14222.60
		Hydro		36222.25	108787.99
		Bhutan Imp.		0.00	5063.95
All India Total				130200.67	586028.65

#### Shortage of Ten Rupee Notes

\*139. SHRI SHISHUPAL N. PATLE:

SHRI GIRDHARI LAL BHARGAVA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has found shortage of ten rupees notes due to its soiling and mutilation;

(b) whether the Government is contemplating to issue coins of ten rupees denomination to make up for the shortage; and

(c) the value of coins of ten rupees denomination proposed to be issued during the current year?

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The Government has decided to introduce coin of Rs. 10 denomination in view of the lower circulation life of lower denomination bank notes.

(c) RBI has given indent for 100 million pieces of Rs. 10/- coin for minting for financial year 2008-09. The value of Rs. 10/- coins minted during 2008-09 will be Rs. 100 crore. No Rs. 10/- coins are to be issued during the current financial year 2007-08.

*[English]***Opening of Bank Accounts by Village Labourers**

\*140. SHRI RANEN BARMAN: Will the Minister of FINANCE be pleased to state:

(a) whether attention of the Government has been drawn towards a survey by Invest Indian Market Solutions Dataworks regarding the functioning of the banks in villages where only 38 per cent of the labourers have bank accounts;

(b) if so, the facts of the matter;

(c) whether the Government is aware that the Bank Officers are discouraging village labourers from opening the accounts;

(d) if so, the reasons therefor; and

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

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) to (e) The 2007 Edition of "Indian Retail Finance Markets" is co produced by Invest India Market Solutions (IIMS) Dataworks and CNBC TV 18 and is a private initiative and has been recently received. This report states that it is designed to inform, assist and support the business operations of retail finance providers in India, and those that regulate their activities. The 2007 Edition of Indian Retail Finance Markets is drawn from the findings of the Invest India Incomes and Savings Survey 2007 that was completed in June 2007. This survey is based on interviews with 100,000 respondents aged 18 to 59 years with cash incomes and supported by a household listing sample of one million. Regarding the bank account coverage in rural India, the report states that though the coverage is "admittedly low at 38% but given the nature of the rural economy and the low remuneration patterns among the rural workers, this is a creditable performance". Rural bank customers also represent 70 percent of all rural workers with savings, with the equivalent percentage for the nation standing at 77 per cent. The report also highlights that the "bank account coverage of the rural population with incomes at or above the national average has already reached 82.9 per cent".

As reported by RBI, Scheduled Commercial Banks (SCBs) as on March 2006 had a total of 48.51 crore accounts, of which 13.96 crore were rural accounts. As on June 30, 2007 there were a total of 71,781 commercial bank branches in the country of which 30,633 are rural branches (42.7 per cent).

In order to facilitate opening of bank accounts by sections of the population in rural areas, including village labourers, the Reserve Bank of India (RBI) has taken several initiatives to encourage banks to align their policies in order to achieve the objective of financial inclusion. In this regard, on November 11, 2005, RBI issued a circular to all SCBs advising them to make available basic banking 'no-frills' accounts either with nil or very low minimum balances as well as charges that would make such accounts affordable. The other specific initiatives taken by RBI for increasing bank transaction in villages include: pilot projects for utilizing smart cards/mobile technology to increase banks' outreach; permission given to banks to utilize the services of non-governmental organizations/self-help groups, micro-finance institutions (other than Non-bank Financial Companies) and other civil society organizations as intermediaries in providing financial and banking services; policy initiatives to facilitate diversification of business operation of regional rural banks into new areas; agreements between banks and postal authorities for using post offices as business correspondents; constitution of State-specific Working Groups to explore possibilities of greater financial inclusion.

In December 2005, the National Pilot Project for achieving 100 per cent Financial Inclusion was initiated in Pondicherry. As per RBI data, as on December 31, 2007 Public sector banks; Private banks and Foreign banks had together opened 1,26,17,397 'no frills' accounts. In April 2006, RBI advised all State Level Bankers' Committee (SLBC) convenor banks to initiate action for identifying at least one district in their respective State/UT for 100 percent financial inclusion. Out of 277 districts identified, 68 districts have achieved 100% financial inclusion as on 20.02.2008. The States of Himachal Pradesh and Kerala have achieved 100% financial inclusion apart from the Union Territories of Puducherry, Daman & Diu and Dadra & Nagar Haveli.

The final report of the Committee on Financial Inclusion has been received. In the Budget Speech of 2008-09, the Finance Minister has indicated that:

(a) Commercial Banks, including RRBs, will be advised to:

- (i) add at least 250 rural household accounts every year at each of their rural and semi-urban branches; and
  - (ii) individuals such as retired bank officers, ex-servicemen etc., to be appointed as Business Facilitator or Business Correspondent or Credit Counsellor.
- (b) Banks will be encouraged to embrace the concept of Total Financial Inclusion. Government will request all scheduled commercial banks to follow the example set by some public sector banks and meet the entire credit requirements of SHG members, namely, (i) income generation activities, (ii) social needs like housing, education, marriage etc. and (iii) debt swapping.

These steps are expected to increasingly bring the financially excluded populace, including village labourers, into the fold of the formal banking system.

#### **Broadband Speed by MTNL and BSNL**

\*147. SHRI REWATI RAMAN SINGH: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the service providers of broadband services including Mahanagar Telephone Nigam Limited (MTNL) and Bharat Sanchar Nigam Limited (BSNL) are not giving the declared broadband speed to the subscribers;

(b) if so, the reasons therefor; and

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

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI A. RAJA): (a) and (b) As per Quality of Service (QoS) parameters prescribed by Telecom Regulatory Authority of India (TRAI), the service provider has to ensure that the download speed of Broadband connection from the Point of Presence (PoP) of the service provider to user is greater than 80% of the subscribed speed. TRAI has reported that as per the quarterly performance monitoring report submitted by the broadband service providers, including MTNL and BSNL, for the quarter ending 30.9.2007, all the major broadband service providers including MTNL and BSNL have met the benchmark.

(c) Does not arise in view of (a) and (b) above.

[Translation]

#### **Distribution of Foodgrains**

\*148. SHRIMATI SANGEETA KUMARI SINGH DEO: SHRI TUKARAM GANPAT RAO RENGE PATIL:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether some States have failed to distribute foodgrains to Below Poverty Line families under the Targeted Public Distribution System and Antyodaya Anna Yojana during the last three years and in the current year;

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

(c) whether any enquiry has been conducted in this regard;

(d) if so, the details and outcome thereof alongwith the present legal provisions for conducting such an enquiry; and

(e) the remedial steps taken and success achieved by the Government in this matter?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (e) TPDS is operated under joint responsibility of the Government of India and State/UT Governments. The Government of India carries out procurement of foodgrains for the TPDS, their storage, transportation and allocation to the State/UT Governments. The responsibility for identification of eligible BPL and AAY families within the respective number of BPL households estimated by the Planning Commission and issuance of ration cards to them, allocation of foodgrains within the State/UT and proper distribution of allocated TPDS foodgrains to eligible families through fair price shops rests with State/UT Governments.

For ensuring availability and distribution of essential commodities to targeted families, the Government issued the Public Distribution System (Control) Order, 2001. As provided under it, State and UT Governments are mandated to ensure that the commodities (foodgrains etc.) allocated under the TPDS reach the targeted families and no leakages/diversions take place. The States and UT Governments, are competent to take action under Essential Commodities Act, 1955 against those indulging in malpractices in TPDS.

Under the PDS (Control) Order, 2001, the Central Government is empowered to issue required directions to State/UT Governments for execution of provisions of this Order.

Complaints of malpractices in functioning of TPDS received by Central Government from time to time are sent to the concerned State Governments/UT Administrations directing them to get the complaints enquired into and take necessary remedial action as per law since the State Governments and their officials have all the necessary powers to take such remedial action.

Allocation and offtake of foodgrains (Rice and Wheat) to Below Poverty Line and Antyodaya Anna Yojana under Targeted Public Distribution System during last three years as well as in current year (upto December 2007) are enclosed as Statements I to IV.

Offtake of foodgrains under TPDS for BPL and AAY categories in some States/UTs has been less than the allocation made. Different reasons may contribute to low offtake of foodgrains in various States/UTs such as local production and higher seasonal availability of foodgrains, availability of foodgrains as part of wages under SGRY, resources crunch faced by States/UTs, narrow difference between prevalent market prices and issue prices under Targeted Public Distribution System (TPDS) during harvest seasons, local food preferences of people, etc.

Review of the functioning of the Targeted Public Distribution System (TPDS) to improve its efficiency, accountability and effectiveness is an ongoing process. For strengthening the TPDS, the Government has taken a series of measures. The Government got TPDS evaluated by Programme Evaluation Organization (PEO) of Planning Commission and by ORG Marg. Their reports

received in 2005 reported that there were diversions/leakages of foodgrains, inclusion and exclusion errors in identifying targeted beneficiaries and operations of Fair Price Shops (FPS) were not functionally viable.

By considering the shortcomings mentioned in the evaluation reports, to strengthen the TPDS, including curbing of leakages of diversions, a Nine-Point Action Plan was formulated in 2006. Details of this Action Plan are enclosed as statement-V. This is being implemented by State Governments/UT Administrations. Its implementation is being monitored by the Central Government. The State Governments/UT Administrations have been directed to take stringent measures to eliminate leakages and diversions of the TPDS commodities and other malpractices. Implementation of the Action Plan by State and UT Governments has led to improvement in functioning of TPDS.

Additionally, concurrent evaluation of TPDS has been taken up in 26 States/UTs through NCAER and IIPA, New Delhi.

To make functioning of the TPDS more transparent, a revised Citizens' Charter has also been issued in July, 2007 for adoption and implementation by State Governments/UT Administrations. This has facilitated use by citizens of provisions of Right to Information (RTI) Act, 2005 in relation to functioning of TPDS.

Further, to ensure that TPDS foodgrains reach the targeted families and to minimize scope for their diversion, training programmes for TPDS functionaries and awareness campaign for TPDS beneficiaries are being taken up. Computerization of TPDS has been initiated. Use of new technologies such as Global Positioning System is being piloted. Revised policy on distribution of wheat flour under TPDS has also been issued.

#### **Statement-I**

##### *Allocation and Offtake of Rice & Wheat during 2004-2005 (P) under TPDS (BPL & AAY Categories)*

(In '000 Tonnes)

Sl.No.	States/UTs	Allotment			Offtake		
		BPL	AAY	Total	BPL	AAY	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1,230.13	476.248	1,706.38	1261.816	456.115	1,717.93
2.	Arunachal Pradesh	31.68	9.816	41.50	31.61	8.661	40.27

1	2	3	4	5	6	7	8
3.	Assam	650.434	150.086	800.52	623.762	139.178	762.94
4.	Bihar	2,219.18	420	2,639.18	809.91	382.079	1,191.99
5.	Chhattisgarh	586.635	200.997	787.63	556.72	180.399	737.12
6.	Delhi	155.27	16.51	171.78	148.735	13.984	162.72
7.	Goa	11.848	4.112	15.96	0	5.04	5.04
8.	Gujarat	716.567	167.081	883.65	556.091	114.301	670.39
9.	Haryana	257.04	71.532	328.57	217.587	65.097	282.68
10.	Himachal Pradesh	134.816	44.116	178.93	118.553	41.755	160.31
11.	Jammu and Kashmir	243.008	66.076	309.08	235.598	43.508	279.11
12.	Jharkhand	801.112	204.38	1,005.49	365.914	167.666	533.58
13.	Karnataka	987.813	326.463	1,314.28	972.701	300.882	1,273.58
14.	Kerala	487.048	165.56	652.61	493.64	156.714	650.35
15.	Madhya Pradesh	1,326.22	406.254	1,732.48	1225.005	380.325	1,605.33
16.	Maharashtra	2,069.84	674.467	2,744.30	1773.019	598.26	2,371.28
17.	Manipur	44.084	11.93	56.01	29.035	8.631	37.67
18.	Meghalaya	60.152	16.708	76.86	60.389	16.119	76.51
19.	Mizoram	21.241	7.439	28.68	21.644	7.098	28.74
20.	Nagaland	39.529	12.551	52.08	42.787	11.922	54.71
21.	Orissa	1,436.09	280.604	1,696.69	1141.878	240.04	1,381.92
22.	Punjab	166.416	30.12	196.54	110.983	22.766	133.75
23.	Rajasthan	708.868	251.672	960.54	651.375	230.951	882.33
24.	Sikkim	14.076	4.164	18.24	14.022	4.058	18.08
25.	Tamil Nadu	1,608.37	434.011	2,042.38	1665.081	424.791	2,089.87
26.	Tripura	100.929	22.971	123.90	104.67	21.376	126.05
27.	Uttar Pradesh	3,316.04	1,169.14	4,485.18	2777.114	1126.056	3,903.17
28.	Uttaranchal	177.12	32.052	209.17	178.697	41.62	220.32
29.	West Bengal	1,618.95	391.595	2,010.54	1259.8	260.473	1,520.27
30.	Andaman and Nicobar Islands	7.43	1.8	9.23	0.887	0	0.89
31.	Chandigarh	8.748	0.888	9.64	0.17	0.191	0.36

1	2	3	4	5	6	7	8
32.	Dadra and Nagar Haveli	5.544	1.176	6.72	0	0	0.00
33.	Daman and Diu	1.428	0.252	1.68	0	0	0.00
34.	Lakshadweep	0.372	0.168	0.54	0	0	0.00
35.	Pondicherry	28.238	6.874	35.11	2.62	1.235	3.86
Total		21,272.26	6,059.81	27,332.07	17,451.81	5,471.29	22,923.10

**Statement II***Allocation and Offtake of Rice & Wheat during 2005-2006 (P) Under TPDS (BPL & AAY categories)*

(In '000 Tonnes)

Sl.No.	States/UTs	Allotment			Offtake		
		BPL	AAY	Total	BPL	AAY	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1,086.13	620.247	1,706.38	1101.87	608.56	1,710.43
2.	Arunachal Pradesh	28.56	12.936	41.50	25.52	12.4	37.92
3.	Assam	625.416	175.104	800.52	595.48	181.09	776.57
4.	Bihar	2,166.65	472.533	2,639.18	672.01	421.06	1,093.07
5.	Chhattisgarh	532.812	254.82	787.63	536.803	229.189	765.99
6.	Delhi	148.464	23.316	171.78	145.19	22.15	167.34
7.	Goa	10.221	5.739	15.96	3.804	2.447	6.25
8.	Gujarat	618.063	258.785	876.85	471.11	192.34	663.45
9.	Haryana	242.516	86.056	328.57	195.25	76.89	272.14
10.	Himachal Pradesh	116.648	62.284	178.93	95.56	55.6	151.16
11.	Jammu and Kashmir	220.335	88.749	309.08	225.77	73.09	298.86
12.	Jharkhand	700.224	305.268	1,005.49	380.91	282.63	663.54
13.	Karnataka	876.317	407.752	1,284.07	875.69	378.35	1,254.04
14.	Kerala	445.56	207.088	652.65	436.973	200.722	637.70
15.	Madhya Pradesh	1,195.32	534.141	1,729.46	1217.046	509.58	1,726.63
16.	Maharashtra	1,914.47	829.836	2,744.30	1647.21	736.41	2,383.62
17.	Manipur	37.78	21.864	59.64	33.93	13.96	47.89

1	2	3	4	5	6	7	8
18.	Meghalaya	53.568	23.292	76.86	54.7	22.72	77.42
19.	Mizoram	18.279	10.401	28.68	17.65	10.01	27.66
20.	Nagaland	35.817	16.263	52.08	35.61	16.44	52.05
21.	Orissa	1,261.91	434.785	1,696.69	797.408	450.493	1,247.90
22.	Punjab	164.067	32.469	196.54	71.11	18.24	89.35
23.	Rajasthan	593.382	340.018	933.40	469.57	300.57	770.14
24.	Sikkim	14.076	4.164	18.24	14.05	4.32	18.37
25.	Tamil Nadu	1,397.70	644.679	2,042.38	1391.6	657.63	2,049.23
26.	Tripura	95.364	28.536	123.90	92.77	28.53	121.30
27.	Uttar Pradesh	2,945.11	1,539.69	4,484.79	2560.263	1438.289	3,998.55
28.	Uttaranchal	162.413	46.759	209.17	166.282	34.615	200.90
29.	West Bengal	1,447.97	562.571	2,010.54	1294.459	454.3	1,748.76
30.	Andaman and Nicobar Islands	7.428	1.8	9.23	1.81	0.53	2.34
31.	Chandigarh	8.748	0.888	9.64	0	0	0.00
32.	Dadra and Nagar Haveli	5.192	1.528	6.72	1.67	0.72	2.39
33.	Daman and Diu	1.236	0.444	1.68	0.44	0.22	0.66
34.	Lakshadweep	0.372	0.168	0.54	0.47	0.33	0.80
35.	Pondicherry	22.862	12.25	35.11	12.53	7.91	20.44
Total		19,200.96	8,067.22	27,268.18	15,642.52	7,442.34	23,084.85

**Statement III***Allocation and Offtake of Rice & Wheat during 2006-2007 (P) Under TPD.S (BPL & AAY categories)*

(In '000 Tonnes)

Sl.No.	States/UTs	Allotment			Offtake		
		BPL	AAY	Total	BPL	AAY	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1,052.05	654.288	1,706.38	1054.631	656.771	1,711.40
2.	Arunachal Pradesh	25.524	15.972	41.50	16.264	9.069	25.33
3.	Assam	476.7	294.216	770.92	479.337	272.045	751.38

1	2	3	4	5	6	7	8
4.	Bihar	2,019.01	662.091	2,681.10	448.589	566.332	1,014.92
5.	Chhattisgarh	483.888	295.25	778.94	521.047	313.059	834.11
6.	Delhi	148.464	23.316	171.78	146.481	22.884	169.37
7.	Goa	5.46	6.108	11.57	4.4	3.94	8.34
8.	Gujarat	540.63	310.848	851.48	493.911	259.993	753.90
9.	Haryana	221.151	109.394	330.55	202.689	102.921	305.61
10.	Himachal Pradesh	46.831	76.806	123.64	45.312	77.244	122.56
11.	Jammu and Kashmir	205.077	104.007	309.08	209.473	98.433	307.91
12.	Jharkhand	700.224	30.5.268	1,005.49	427.972	299.266	727.24
13.	Karnataka	768.116	491.35	1,259.47	768.531	465.2	1,233.73
14.	Kerala	404.277	248.331	652.61	401.026	249.313	650.34
15.	Madhya Pradesh	1,064.54	650.16	1,714.70	1049.59	603.987	1,653.58
16.	Maharashtra	1,911.08	833.22	2,744.30	1637.217	698.753	2,335.97
17.	Manipur	48.552	21.18	69.73	37.784	18.411	56.20
18.	Meghalaya	53.508	23.352	76.86	53.435	23.352	76.79
19.	Mizoram	17.64	10.92	28.56	17.64	11.246	28.89
20.	Nagaland	32.112	19.968	52.06	37.656	22.976	60.63
21.	Orissa	1,165.98	530.716	1,696.69	676.998	433.288	1,110.29
22.	Punjab	138.228	58.308	196.54	62.856	33.563	96.42
23.	Rajasthan	635.306	385.714	1,021.02	516.875	348.024	864.90
24.	Sikkim	11.766	6.474	18.24	11.766	6.474	18.24
25.	Tamil Nadu	1,259.23	783.144	2,042.38	1159.002	775.366	1,934.37
26.	Tripura	95.364	28.536	123.90	83.159	25.458	108.62
27.	Uttar Pradesh	2,766.66	1,720.01	4,486.68	2481.039	1692.331	4,173.37
28.	Uttaranchal	149.511	59.661	209.17	134.665	47.404	182.07
29.	West Bengal	1,522.07	621.684	2,143.75	1044.249	515.641	1,559.89
30.	Andaman and Nicobar Islands	5.04	1.8	6.84	2.64	0.82	3.46
31.	Chandigarh	2.512	0.888	3.40	0.21	0.07	0.28
32.	Dadra and Nagar Haveli	4.948	1.772	6.72	2.54	0.38	2.92



1	2	3	4	5	6	7	8
33.	Damen and Diu	1.044	0.636	1.68	0.46	0.37	0.83
34.	Lakshadweep	0.295	0.161	0.46	0.24	0.16	0.40
35.	Pondicherry	21.564	13.548	35.11	9.59	7.14	16.73
Total		18,004.19	9,369.10	27,373.29	14,239.27	8,661.68	22,900.96

**Statement IV***Allocation and Offtake of Rice & Wheat during 2007-2008 (upto December, 2007) under TPDS (BPL & AAY categories)*

(In '000 Tonnes)

Sl.No.	States/UTs	Allotment			Offtake		
		BPL	AAY	Total	BPL	AAY	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	789.066	490.716	1279.782	789.698	490.193	1279.891
2.	Arunachal Pradesh	19.143	11.979	31.122	11.263	6.801	18.064
3.	Assam	356.664	221.523	578.187	354.478	223.582	578.06
4.	Bihar	1,289.85	764.991	2054.844	557.569	647.066	1204.635
5.	Chhattisgarh	357.266	226.458	583.724	323.834	232.706	556.54
6.	Delhi	98.7	30.135	128.835	102.226	21.487	123.713
7.	Goa	4.095	4.581	8.676	4.073	3.716	7.789
8.	Gujarat	403.776	255.06	658.836	361.719	226.264	587.983
9.	Haryana	156.429	92.115	248.544	147.943	87.597	235.54
10.	Himachal Pradesh	99.855	62.055	161.91	90.602	59.07	149.672
11.	Jammu and Kashmir	151.272	80.541	231.813	151.835	80.521	232.356
12.	Jharkhand	498.412	255.707	754.119	370.644	226.425	597.069
13.	Karnataka	585.788	377.919	963.707	580.571	361.622	942.193
14.	Kerala	301.761	187.695	489.456	301.797	187.713	489.51
15.	Madhya Pradesh	786.76	497.597	1284.357	765.041	480.994	1246.035
16.	Maharashtra	1,272.28	762.951	2035.228	1055.329	625.658	1680.987
17.	Manipur	36.414	15.885	52.299	34.36	15.704	50.064
18.	Meghalaya	35.532	22.113	57.645	33.856	21.366	55.222

1	2	3	4	5	6	7	8
19.	Mizoram	13.23	8.19	21.42	13.079	8.191	21.27
20.	Nagaland	24.084	14.976	39.06	23.638	16.133	39.771
21.	Orissa	874.179	398.34	1272.519	716.208	314.062	1030.27
22.	Punjab	100.829	46.573	147.402	45.471	24.661	70.132
23.	Rajasthan	462.149	293.616	755.765	414.525	272.95	687.475
24.	Sikkim	8.478	5.202	13.68	8.474	5.206	13.68
25.	Tamil Nadu	944.424	587.358	1531.782	941.217	591.064	1532.281
26.	Tripura	58.867	34.058	92.925	61.495	27.343	88.838
27.	Uttar Pradesh	2,074.28	1,289.61	3363.885	1830.293	1240.512	3070.805
28.	Uttaranchal	109.242	47.637	156.879	108.974	44.695	153.669
29.	West Bengal	1,165.19	466.263	1631.448	988.052	396.778	1384.83
30.	Andaman and Nicobar Islands	3.78	1.35	5.13	2.869	1.011	3.88
31.	Chandigarh	2.205	0.666	2.871	2.438	1.065	3.503
32.	Dadra and Nagar Haveli	3.393	1.647	5.04	0.423	0.243	0.666
33.	Daman and Diu	0.783	0.477	1.26	0.257	0.163	0.42
34.	Lakshadweep	0.524	0.341	0.865	0.415	0.632	1.047
35.	Pondicherry	16.173	10.161	26.334	8.779	5.609	14.388
Total		13,104.86	7,566.49	20671.349	11,203.45	6,948.80	18152.248

**Statement V****Nine Point Action Plan For Strengthening of TPDS**

- (i) Continuous review of the BPL and AAY lists to eliminate bogus ration cards and to ensure coverage of only eligible BPL and Antyodaya families.
- (ii) Ensuring leakage-free and diversion-free distribution of PDS commodities, regular inspection by different levels of functionaries, strict action against guilty persons/agencies.
- (iii) Involvement of Panchayati Raj Institutions in PDS operations - PRI representatives on Advisory Committee, running of fair price shops by Panchayats and effective representation of

Panchayati Raj representatives on Vigilance Committees.

- (iv) Ensuring transparency in working of PDS, display of BPL and AAY lists by fair price shops, observance of notified timings by fair price shops.
- (v) Use of Information Technology, Computerization of TPDS operations, display of fair price shop-wise and district-wise allocations of PDS commodities on web-sites for public scrutiny.
- (vi) Carryout door-step delivery of PDS commodities to fair price shops.
- (vii) Ensuring timely availability of and issuance of foodgrains by fair price shops.

- (viii) Creating awareness among public about PDS operations, training Vigilance Committees of intricacies of PDS operations.
- (ix) Making fair price shops financially viable entities
  - allowing them to sell non PDS items etc.

#### **Agricultural Education System**

\*149. SHRI PUNNU LAL MOHALE: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether the agricultural education system requires a comprehensive expansion and development initiative;
- (b) if so, the details of proposals received by the Government so far in this regard;
- (c) whether the Government has formulated any comprehensive scheme on the basis of the said proposals; and
- (d) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) In India, agriculture including higher agricultural education is a State subject. Recognizing the importance of the subject over decades, India has developed a wide network of agricultural education system comprising 41 State Agricultural Universities, a Central Agricultural University and five Deemed Universities. Besides, four general central universities have Faculty of Agriculture. This network covers the entire country's different agro-climatic zones and spans across all disciplines of Agriculture and allied sectors, including Animal Sciences and Fisheries. Starting with the first State Agricultural University at Pantnagar in the year 1960, States have taken need based expansion of agricultural education. In this endeavour, the Central Government through the Indian Council of Agricultural Research (ICAR), has provided supplemental financial assistance for overall human resource development in the country.

(c) and (d) The XI Five Year Plan proposals envisage support for agricultural education in the area of (i) Niche area excellence, (ii) Experiential learning and overall development of learning resources, (iii) Modernization of farms, (iv) Training and faculty development, (v) E-learning tools and course-content development, digitization and

library strengthening, (vi) Fellowships/scholarships, (vii) Gender mainstreaming including girls' hostel and other amenities, (viii) Providing support to old historical University/Colleges, and (ix) Sports and games facilities.

*[English]*

#### **Survey Regarding Decline In Ground Water Level**

\*150. SHRI AMITAVA NANDY:  
SHRI AJIT JOGI:

Will the Minister of WATER RESOURCES be pleased to state:

- (a) whether the Union Government has conducted any survey on the ratio of the decline in ground water level against its utilization during the last three years;
- (b) if so, the details thereof, State-wise; and
- (c) the action taken by the Government in this regard?

THE MINISTER OF WATER RESOURCES (PROF. SAIF-UD-DIN SOZ): (a) to (c) No specific survey for assessing the ratio of decline in ground water levels against its utilization has been conducted during the last 3 years. However, periodic assessment of ground water availability, its utilization and consequent decline in ground water levels is made by Central Ground Water Board and State Ground Water Boards.

#### **Development of Handicrafts**

\*151. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of TEXTILES be pleased to state:

- (a) whether the Government has recently made an assessment of the development of handicrafts in the country;
- (b) if so, the outcome thereof, State-wise;
- (c) the names of States which have not fixed any targets for the development of handicrafts;
- (d) the names of States which are lagging behind in the development of handicrafts; and
- (e) the steps taken by the Union Government to promote handicrafts in these States?

THE MINISTER OF TEXTILES (SHRI SHANKERSINH VAGHELA): (a) and (b) Yes sir. To assess the development of handicrafts in the country, a census of handicrafts artisans was undertaken in 1995-96. The census report yielded information relating to status of the handicraft sector.

In order to make a current assessment of the development of handicrafts in the country, a fresh census has been proposed. It is proposed to undertake census of 20% districts in the country every year during the 11th Five Year Plan. Accordingly, in the current year, census work in respect of four Regions of the country namely Central, Northern, Western & Eastern has been awarded to the identified agencies. This census shall provide information regarding status of handicrafts in the country.

As mentioned above, the census operations for 4 regions have been sanctioned only recently, hence the outcome is yet to come.

(c) and (d) The Schemes of the Government for promotion and development of handicrafts in the country are Central Sector Schemes under which funds are not released to State Government directly. As such the Government does not fix State-wise targets. The schemes of the Government are grant-in-aid schemes under which funds are released to various implementing agencies which include State Handicrafts Development Corporations, voluntary organizations and Institutions etc. Different States fix their own target based on budgetary support approved by the respective State Governments.

However, while implementing the Central Sector Scheme namely "Baba Saheb Ambedkar Hastshilp Vikas Yojana" (AHVY); State wise targets in terms of number of new craft clusters to be covered in a year is prescribed by the Government of India. In the year 2007-08, targets of all States except for Maharashtra & Gujarat have been achieved. It is likely that by the end of current financial year, target for these States too shall be achieved.

(e) The steps taken by the Government for promotion and development of handicrafts in the country include implementation of various schemes including Baba Saheb Ambedkar Hastshilp Vikas Yojana (AHVY) for integrated development of identified craft clusters; Handicraft Artisans Comprehensive Welfare Scheme; Marketing Support and Services Scheme; Design & Technology Upgradation Scheme; Human Resource Development Scheme and Research and Development Scheme.

### Loss and Depletion of Soil

\*152. SHRI VIJOY KRISHNA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether soil loss and soil depletion have reached serious proportions in the flood-prone States;

(b) whether any monitoring has been done to determine the loss of soil as a result thereof on an annual basis;

(c) if so, the details regarding the worst affected States in terms of soil loss and soil depletion; and

(d) the steps taken to check soil loss and soil depletion alongwith the involvement of Indian Council for Agricultural Research (ICAR) labs therein?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (c) The process of soil erosion and its formation is a natural process which is occurring simultaneously in natural ecosystem to maintain the equilibrium. The soil erosion by rainwater takes away the productive top soil, resulting in depletion of soil fertility and thereby reducing its productivity. The monitoring of soil loss on some selected watersheds as well as field size catchments for research purposes is being done by Indian Council of Agricultural Research (ICAR). The average rate of soil erosion in the country is 16.4 tonnes per hectare per year which is more than the permissible value of 10.00 tonnes per hectare per annum. Out of total geographical area of about 328.60 million ha, 220.70 million ha. is within the permissible limit of soil erosion in the country. However, about 107.90 million ha. is subjected to high rate of soil erosion. Out of total eroded soil, 61% simply moves from one place to another, nearly 29% is lost permanently to the sea and remaining 10% is deposited in the reservoirs. The soil erosion leads to land degradation in upper reaches of the river system, whereas when deposited at various locations in middle and lower reaches of river systems, it may increase the soil fertility.

The most affected States are Himachal Pradesh, Uttarakhand, Shiwalik hills of Punjab and Haryana, hills of Orissa and Jharkhand, Plains of Uttar Pradesh and Bihar, Coastal areas of Gujarat and Maharashtra, several parts of North-Eastern States and western Rajasthan.

(d) The Indian Council of Agricultural Research (ICAR) has developed several location specific bio-engineering erosion control techniques along with rehabilitation measures (through various agro-forestry/integrated farming system interventions) which are being implemented through different integrated watershed management programmes run by various agencies to check soil loss and soil depletion in the country. Based on the recommendations of ICAR, suitable development measures for prevention of soil loss and soil depletion have been developed and being implemented by Government of India under various Watershed Development Programmes with a view to minimize soil erosion, land degradation and thereby preventing soil depletion & sustaining agricultural production in the country. These programmes are: (i) National Watershed Development Project for Rainfed Areas (NWDPA), (ii) Soil Conservation for Enhancing the Productivity of Degraded Lands in the Catchments of River Valley Project and Flood Prone River (RVP & FPR), (iii) Reclamation of Alkali Soils (RAS), (iv) Watershed Development Projects in Shifting Cultivation Areas

(WDPSCA), (v) Drought Prone Area Programme (DPAP), (vi) Desert Development Programme (DDP), (vii) Integrated Wasteland Development Project (IWDP), (viii) Watershed Development Fund (WDF) and (ix) Externally Aided Projects (EAPs) in the country. Under these programmes, since inception upto end of X Five Year Plan about 50.83 million ha. of lands have been developed as per scheme-wise details enclosed as statement.

In addition to above, for sustaining the soil fertility of depleted soil, Government of India is implementing a Centrally Sponsored Scheme on Balanced & Integrated Use of Fertilizer through Macro Management of Agriculture for promoting soil test-based application of chemical fertilizers and strengthening of soil testing facilities as well as for setting up of compost plants for conversion of biodegradable city waste into organic manure. A National Project on Organic Farming has also been launched as a pilot project in October 2004 for production, promotion, certification and market development of organic farming in the country.

#### **Statement**

*Lands Developed under various Watershed Development Programmes,  
since inception upto Tenth Five Year Plan*

(Area in Lakh ha. and Expenditure in Rs. Crore)

S.No.	Ministry/Scheme and year of start	Progress since inception upto IX Plan		Progress during X Plan* (2002-07)		Progress since inception upto X Plan	
		Area	Expr.	Area	Expr.	Area	Expr.
1	2	3	4	5	6	7	8
<b>(A) Ministry of Agriculture, (Department of Agriculture &amp; Cooperation)</b>							
1.	NWDPA (1990-91)	69.79	1877.74	23.30	1147.82	93.09	3025.56
2.	RVP & FPR (1962 & 81)	54.88	1516.26	9.98	727.98	64.86	2244.24
3.	WDPSCA (1974-75)	2.58	166.27	1.35	129.31	3.93	295.58
4.	RAS (1985-86)	5.81	76.39	1.30	45.35	7.11	121.74
5.	WDF (1999-00)	0.00	0.00	0.59	26.02	0.59	26.02
6.	EAPs	13.35	2039.81	4.80	1927.54	18.15	3967.35
	Sub Total	146.41	5676.47	41.32	4004.02	187.73	9680.49

1	2	3	4	5	6	7	8
<b>(B) Ministry of Rural Development (Department of Land Resources)</b>							
1.	DPAP (1973-74)	68.95	3284.74	68.32	1557.76	137.27	4842.50
2.	DDP (1977-78)	33.56	797.38	45.17	1152.50	78.73	1949.88
3.	IWDP (1988-89)	37.34	616.51	62.22	1821.64	99.56	2438.15
4.	EAPs	1.40	18.39	3.60	274.28	5.00	292.67
	Sub Total	141.25	4717.02	179.31	4806.18	320.56	9523.20
	Total (A+B)	287.66	10393.49	220.63	8810.20	508.29	19203.69

\* Includes tentative achievement of 2006-07.

**Abbreviations:**

NWDPRA	—	National Watershed Development Project for Rainfed Area
RVP and FPR	—	River Valley Project & Flood Prone River
WDPSCA	—	Watershed Development Project for Shifting Cultivation Area
RAS	—	Reclamation of Alkali Soil
WDF	—	Watershed Development Fund
EAPs	—	Externally Aided Projects
DPAP	—	Drought Prone Area Programme
DDP	—	Desert Development Programme
IWDP	—	Integrated Wasteland Development Programme

Source: Working Group Report of Natural Resource Management for Eleventh Five Year Plan, constituted by Planning Commission, New Delhi, Feb., 2007.

**Share of Indian Textiles in the International Market**

\*153. SHRI SUBRATA BOSE: Will the Minister of TEXTILES be pleased to state:

(a) the place and share of India's textiles in the international market during each of the last three years and the current year, year-wise;

(b) whether despite requisite potential, India is unable to tap the international demand for quality textile products; and

(c) if so, the details thereof alongwith the steps taken by the Government to make the sector more competitive in the international market?

THE MINISTER OF TEXTILES (SHRI SHANKERSINH VAGHELA): (a) As per the latest available data generated by the World Trade Organisation (WTO), place and share of India's textiles in the international market is tabulated below on a calendar year basis:-

Year	India's position in Global market for Exports of clothing	India's position in the global market for exports of textiles	Overall %age share in the global market for textiles and clothing
2004	6	8	2.99
2005	5	7	3.66
2006	5	7	3.68

Source: World Trade Organization.

The figures for the calendar year 2007 are yet to be generated by the WTO.

(b) India's exports during the preceding three financial years *i.e.* 2004-05, 2005-06 and 2006-07 as tabulated below, indicate that exports of textile items have grown steadily:-

Year	In US\$ Million
2004-05	140.8272
2005-06	17520.07
2006-07	18729.93

(c) The Government is implementing various schemes, like the Technology Upgradation Fund Scheme (TUFS) and the Scheme for Integrated Textile Parks (SITP), to enhance the potential of India's textiles industry by equipping it with state of the art technology and world class infrastructure. In addition, the Government is providing financial support under the Market Development Assistance (MDA) and the Market Access Initiative (MAT) Schemes to the textiles sector, through various Textiles Export Promotion Councils, to enable the industry to enhance its share in the global market for textiles.

#### Food Subsidy for BPL Families

\*154. SHRI G. M. SIDDESWARA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details of food subsidies on items meant for Below Poverty Line (BPL) and Above Poverty Line (APL) population in the country, separately during each of the last three years;

(b) whether the Government proposes to increase the subsidy to the BPL families during 2007-08;

(c) if so, the details thereof; and

(d) the details regarding price of subsidised items supplied to the States during the last three years and in the current year?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) The subsidy released under Below Poverty Line (BPL) plus Antyodaya Anna Yojana (AAY) and Above Poverty Line (APL) schemes during the last three years is as under:-

Scheme	2004-05	2005-06	2006-07
BPL+AAY	17548	16493	18001
APL	2792	3334	3349

(b) to (d) Since Central Issue Prices (CIPs) have not been revised since 2002 and Minimum Support Price (MSP) has been regularly increased, the per quintal subsidy for BPL and AAY is expected to increase in 2007-08. The price at which subsidized rice and wheat was supplied to the States along with the MSPs since 2004-05 is as under:-

Marketing Year	Rice (Rs. per quintal)					
	MSP+Bonus (Paddy)		CIP(Rice)			
	Common	Grade A	APL		BPL Common/Grade A	AAY
			Common*	Grade A		
2004-05	560	590	795	830	565	300
2005-06	570	600	795	830	565	300
2006-07	620	650	795	830	565	300
2007-08	745	775	795	830	565	300

\*Applicable in J&K, H.P., Uttarakhand, Sikkim & NE States.

Marketing Year	Wheat (Rs. per quintal)			
	MSP+Bonus	CIP		
		APL	BPL	AAY
2004-05	630	610	415	200
2005-06	640	610	415	200
2006-07	700	610	415	200
2007-08	850	610	415	200
2008-09	1000	610	415	200

*[Translation]*

**Fund for Vocational Training to  
Child Labourers**

\*155. SHRI RAMDAS ATHAWALE: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the funds allocated, released and utilised by the Government to provide vocational training to rescued child labourers during the Tenth Five Year Plan, State-wise and year-wise;

(b) the funds allocated by the Government for the said purpose during the Eleventh Five Year Plan; and

(c) the number of child labourers benefited during the Tenth Plan period and thereafter till date, State-wise and year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) For the rehabilitation of child labour, a Centrally Sponsored National Child Labour Project (NCLP) Scheme is being implemented in 250 Districts of the country. Under the Scheme, children withdrawn from hazardous occupations and processes are put into Special Schools, where they are provided with accelerated bridging education, vocational training, nutrition, stipend and health care facilities etc., so as to mainstream them into the

regular education system. In addition, another project, namely INDUS Child Labour Project is being implemented in collaboration with the US Department of Labour since 2004 in 21 districts of the country. This project is being implemented through ILO.

Under these Schemes, composite allocations are made to the NCLP districts for all components, including Vocational Training. The State-wise and year-wise details of the grants released under NCLP and INDUS schemes during Tenth Five Year Plan are given in the enclosed statement-I.

(b) Government has proposed an amount of Rs. 3,738.91 crore for the NCLP Scheme in the Eleventh Five Year Plan, which also includes budget for vocational training. In the meantime, under NCLP Scheme, funds to the tune of Rs. 138.05 crore for 2007-08 and Rs. 144.06 crore for 2008-09 have been allocated. Under the INDUS Project, funds to the tune of Rs. 12 crore in 2007-08 and Rs. 12 crore for 2008-09 have been allocated.

(c) During the Tenth Five Year Plan 2.71 lakh child labourers were mainstreamed into the regular education system under the NCLP Scheme. Under the INDUS Project, which started only in 2004, about 18,961 child labourers have been mainstreamed to regular education upto 2006-07. The State-wise details of children mainstreamed under NCLP and INDUS Project are given in the enclosed statement-II.

**Statement I**

*Grants released to States during Tenth Five Year Plan under NCLP Project*

(in Rupees)

Sl.No.	Name of the State	2002-03	2003-04	2004-05	2005-06	2006-07
1	2	3	4	5	6	7
1.	Andhra Pradesh	173099447	169316387	232220831	211610829	141635611
2.	Assam	0		686500	12468000	12403500
3.	Bihar	15038454	20535724	28205834	43386910	142679960
4.	Chhattisgarh	18705009	16847344	23080814	36857738	31107540
5.	Gujarat	0	0	2153500	4404800	15549200
6.	Goa	0	0	592000	0	0



1	2	3	4	5	6	7
7.	Haryana	0	0	458500	1718000	0
8.	Jammu and Kashmir	0	0	458500	592000	0
9.	Jharkhand	16478418	18286506	19285773	37280078	18382939
10.	Karnataka	29634864	32056910	33101388	50651674	52567717
11.	Madhya Pradesh	15040004	13498563	44521226	36826745	29409567
12.	Maharashtra	13426232	1-223618	16848418	1925565	27828784
13.	Mizoram	0	0	0	0	0
14.	Nagaland	0	0	0	0	0
15.	Orissa	92931983	113266981	131264355	134419118	110792590
16.	Punjab	18754380	23937440	18404902	15528577	9020900
17.	Rajasthan	33710290	35207381	44303713	68613939	116269919
18.	Tamil Nadu	74914668	74657543	72462692	98404201	62730916
19.	Uttar Pradesh	84173823	75912162	75414744	151892537	186647881
20.	Uttaranchal	0	0	0	592000	0
21.	West Bengal	50076934	45620576	74236099	83128311	99140687

*Grants released to States during Tenth Five Year Plan under INDUS Project*

Sl.No.	Name of the State	2004-05	2005-06	2006-07
1.	Maharashtra	17202840	27933618	22118000
2.	Madhya Pradesh	20140000	2949893	21238000
3.	Tamil Nadu	23773134	25597200	19065550
4.	Uttar Pradesh	38884026	40064507	45135853

**Statement II**

*No. of children mainstreamed into regular education system during the Tenth Five Year Plan under NCLC Project*

Sl.No.	Name of States	2002-03	2003-04	2004-05	2005-06	2006-07	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	27586	32,850	20,341	9,217	38,186	128180
2.	Bihar	4,210	3,441	0	545	0	8196

1	2	3	4	5	6	7	8
3.	Chhattisgarh	595	822	549	540	0	2506
4.	Jharkhand	1,336	2,388	480	3,885	90	8179
5.	Karnataka	1803	2151	2018	1411	0	7383
6.	Madhya Pradesh	590	781	1254	1319	2824	6768
7.	Maharashtra	0	353	0	0	0	353
8.	Orissa	11640	10521	7619	9498	1781	41039
9.	Rajasthan	1613	2976	2756	1559	0	8904
10.	Tamil Nadu	7276	7912	5301	2197	4193	26879
11.	Uttar Pradesh	4858	2080	3248	0	0	13786
12.	West Bengal	4669	2496	3429	5876	0	16470
13.	Punjab	148	819	466	1290	0	2723
Grand Total		69924	69590	47461	37317	47074	271366

*No. of children mainstreamed into regular education system under INDUS Project*

Sl.No.	Name of the State	No. of Children
1.	Madhya Pradesh	4877
2.	Maharashtra	1914
3.	Uttar Pradesh	7598
4.	Tamil Nadu	4572
Total		18961

[English]

**Voluntary Retirement by Employees**

\*156. SHRI HITEN BARMAN: Will the Minister of TEXTILES be pleased to state:

(a) the number of employees of various Public Sector Undertakings (PSUs) under his Ministry who have availed of voluntary retirement during each of the last three years and the current year, PSUs-wise;

(b) whether most of the employees have taken this step due to change in the technology; and

(c) if so, the details thereof alongwith the steps taken by the Government to upgrade the technological skills of employees of PSUs to arrest this trend?

THE MINISTER OF TEXTILES (SHRI SHANKERSINH VAGHELA): (a) The number of employees of various Public Sector Undertakings (PSU's) under the Ministry of Textiles who have availed of voluntary retirement during each of the last three years and the current year, PSUs-wise, is as follows:-

Name of PSU		No. of employees who have availed of voluntary retirement			
		2004-05	2005-06	2006-07	2007-08
1		2	3	4	5
1.	National Handloom Development Corporation Ltd., Lucknow (NHDC)	4	1	1	Nil

	1	2	3	4	5
2.	The Handicrafts & Handlooms Exports Corporation of India Ltd., New Delhi (HHEC)	1	Nil	Nil	Nil
3.	Cotton Corporation of India Ltd., Mumbai (CCI)	Nil	Nil	Nil	2
4.	British India Corporation Ltd., Kanpur (BIC)	Nil	Nil	Nil	Nil
5.	National Textile Corporation Ltd., New Delhi (NTC)	7402	7689	3016	2867 (Upto Jan., 2008)
6.	Central Cottage Industries Corporation of India Ltd., New Delhi (CCIC)	34	4	Nil	Nil
7.	National Jute Manufacturers Corporation Ltd., Kolkata (NJMC)	Nil	Nil	15591	739
8.	Jute Corporation of India Ltd. Kolkata (JCI)	Nil	17	9	Nil
9.	Birds Jute & Exports Ltd., Kolkata (BJEL)	38	Nil	Nil	Nil

(b) No.

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

[Translation]

#### Shortage of Trained IT Personnel

\*157. DR. LAXMINARAYAN PANDEY:  
SHRI KIREN RIJUJU:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether certain leading IT companies have expressed concern over the shortage of trained personnel for the IT Sector in the country;

(b) if so, the details thereof;

(c) whether the Government has formulated any plan to train people so as to remove this problem; and

(d) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI A. RAJA): (a) to (d) The Information Technology Industry has indicated the importance of availability of trained personnel for this sector.

The assessment of manpower requirement in the Information Technology sector is a continuous process. The issue of manpower requirement is not as much about the institutional seat availability and output as about the nature of skills and training provided in these institutions.

In order to impart the desired skill sets, various initiatives have been taken by the Government as also by National Association of Software and Services Companies (NASSCOM). Some of the initiatives taken by Government through various Ministries and State Governments include:

- Establishment of Finishing Schools on a pilot basis by the Ministry of Human Resource Development (MHRD);
- As a long term measure to enhance the employability of engineering graduates, the All India Council for Technical Education (AICTE) is taking steps to update the syllabus of engineering courses;
- Department of Information Technology (DIT) initiating measures to generate manpower in key verticals like VLSI Design and Information Security;
- DIT is implementing a scheme of manpower development for software export industry for

training of mentors, quality faculty, development of curriculum, content, course material, job-oriented training, educational testing system and to create institutional mechanism for implementing various activities;

- DOEACC Society implementing programmes for generation of quality manpower in the area of Information Technology including ITeS/BPO; and
- Various State Governments have also initiated manpower development programmes in the area of IT/ITeS-BPO.

[*English*]

#### **Debt Relief for Fishermen**

\*158. SHRI S. AJAYA KUMAR:  
SHRI P.C. THOMAS:

Will the Minister of AGRICULTURE be pleased to state:

- (a) whether the fishermen are facing the problem of acute indebtedness in the country;
- (b) if so, the details thereof and reasons therefor;
- (c) whether the Government is considering a proposal to constitute a commission for providing debt relief to the fishermen;
- (d) if so, the details thereof;
- (e) whether various State Governments have sought debt relief package for the fishermen from the Union Government; and
- (f) if so, the details thereof and reaction of the Government thereto?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Yes, Sir. The problem of indebtedness exists among fishermen in varying degrees. The main reasons are presence of middlemen, rising operational costs, lack of opportunities for organized marketing, non-availability of institutional finance, poor saving habits, financial burden of social obligations and seasonality of the vocation.

(c) and (d) No, Sir. However, the State Government of Kerala proposes to set up Fishermen Debt Relief Commission.

(e) and (f) The Union Government has received a proposal from the Government of Kerala for Special Central Assistance to the tune of Rs. 424 crore or Ex-gratia assistance from the Prime Minister's National Relief Fund (PMNRF) towards debt relief of fishermen in Kerala to be disbursed to the concerned fishers through the Fishermen Debt Relief Commission proposed to be set up by the State Government. The matter is under

consideration. The Union Government is, however, providing assistance to fishers through implementation of its Centrally Sponsored National Scheme for Welfare of Fishermen.

#### **Disease in Coconut Trees**

\*159. SHRI KINJARAPU YERRANNAIDU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether an unidentified type of virus is breeding on the Coconut trees in the coastal areas of the country, particularly in Andhra Pradesh and Tamil Nadu which is affecting the coconut crops;

(b) if so, the details thereof; and

(c) the steps being taken by the Government to control the virus?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) to (c) No, Sir. As per latest reports received from Coconut Development Board, Coimbatore, Commissioner of Agriculture, Tamil Nadu and Commissioner of Horticulture, Andhra Pradesh no unidentified viral disease is reported in the coastal areas of Andhra Pradesh and Tamil Nadu.

#### **Performance of Telecom Network**

\*160. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has conducted any survey to assess the performance of the network of its own Telecom Companies in comparison with the network of Private Telecom Companies;

(b) if so, the findings of the survey; and

(c) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI A. RAJA): (a) to (c) Yes, Sir.

Telecom Regulatory Authority of India (TRAI) had laid down the Quality of Service (QoS) standards for basic and cellular mobile service through QoS regulations in July 2005, which also include parameters for assessing customer perception of service through surveys.

TRAI have been engaging independent agency for conducting customer satisfaction surveys for assessing the customers perception of the service.

As per the last survey report conducted by the independent agency for the quarter ending December 2006, the performance of M/s MTNL and M/s BSNL are comparable with that of private operators.

#### **PMGSY in Karnataka**

1139. SHRI IQBAL AHMED SARADGI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Union Government has sanctioned Rs. 636 crore to Karnataka to lay 2447 km. of all-weather roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY);

(b) if so, the details of the roads to be developed under this scheme;

(c) whether a special plan of Rs. 330 crore has been prepared to connect the hilly regions of the State; and

(d) if so, the time by which these projects are likely to be completed?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Project proposals for 313 road works measuring 2450.06 km and valued at Rs. 633.75 crore have been sanctioned under Phase-VII of Pradhan Mantri Gram Sadak Yojana (PMGSY) for Karnataka State on 26th December, 2007. Road wise details are also available on the PMGSY website [www.pmgsyonline.nic.in](http://www.pmgsyonline.nic.in).

(c) and (d) A proposal for construction of 230 roads measuring 1351 km at an estimated cost of Rs. 524.40 crore under PMGSY in the naxal affected areas of Karnataka was received from the State. The special allocation for left wing extremist areas is 1.5% of the annual allocation from the rural roads share of the diesel cess (about Rs. 60 crores for all States). Since allocation under this component is limited, the State Government has been requested to include roads which are through routes shown in the approved core network of the districts concerned for upgradation in the next phase of proposals. In case inclusion of these roads requires relaxation in the CUPL, the State Government has been requested to furnish adequate justification for the same with the approval of the State Level Standing Committee.

#### **Children as Sex Workers**

1140. SHRIMATI MINATI SEN: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government is aware that children are forced to become as sex workers by use of physical violence; and

(b) if so, the reaction of the Government thereto and steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) As per study commissioned by the Ministry of Women and Child Development, Government of India titled "Girls/Women in Prostitution in India" the common factors for entry into prostitution are illiteracy, lack of vocational skills, economic distress, migration, growing consumerism, ill-treatment by parents/guardians, desertion by spouse, dejection in love and deception.

(b) The Immoral Traffic (Prevention) Act, 1956 (ITPA) supplemented by the Indian Penal code prohibits trafficking in human beings including children for purpose of prostitution and lays down severe penalties for traffickers. The ITPA is now being further amended providing for more stringent punishment for trafficking in persons including children. The Ministry of Women and Child Development conducts advocacy, awareness generation, sensitization programme for prevention of child trafficking. The Central Advisory Committee on combating Child Prostitution headed by Secretary, Ministry of Women and Child Development, Government of India reviews the States' activities in combating trafficking and prostitution every quarter. The Ministry of Women and Child Development is implementing the scheme of Ujjawala wherein prevention of trafficking is included as a specific component. The Ministry also runs Swadhar Shelter Homes which provide shelter, food, clothing, emotional support, counselling, rehabilitation and other facilities to women in difficult circumstances including trafficked victims and children.

*[Translation]*

#### **Production of Bio-Diesel**

1141. SHRI PUSP JAIN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether bio-diesel has been produced from *Jatropha* experimentally;

(b) if so, the total quantity produced as yet;

(c) whether oil companies are not willing to purchase diesel produced from *Jatropha*;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to promote bio-diesel?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Bio-diesel has been produced experimentally in several States both by private and government agencies. For instance, the

Chhattisgarh Biofuel Development Authority has produced 17,020 litres of bio-diesel in 2007-08 and the Uttarakhand Biofuel Board has produced about 200 litres for experimental purposes.

(c) and (d) No Sir. The Ministry of Petroleum and Natural Gas, in consultation with the oil marketing companies, has identified 20 bio-diesel purchase centres in 12 States.

(e) The Ministry of Rural Development has proposed to launch a Demonstration Project to establish the technical and commercial viability of bio-diesel plants like *Jatropha* and *pongamia* and to consolidate necessary scientific data base in all aspects of growing bio-diesel plantations, oil processing and marketing. Towards this direction, the Ministry has provided financial assistance to the tune of Rs. 49.00 crore in 2005-06 and Rs. 49.50 crore in 2006-07 to identified States for the purpose of raising *jatropha/pongamia* saplings in nurseries.

[English]

### Kishori Shakti Yojana

1142. SHRI G.M. SIDDESWARA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of the States where Kishori Shakti Yojana has been introduced; and

(b) the details of the funds sanctioned/released and utilised, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) Kishori Shakti Yojana is being implemented in all the 35 States/UTs.

(b) Statement indicating State-wise details of funds sanctioned/released and utilized is enclosed.

### Statement

*State-wise funds sanctioned/released and utilised under KSY in 2006-07*

(Rs. in lakh)

Sl.No.	States/UTs	2006-07		
		Funds sanctioned	Funds released	Funds utilised
1	2	3	4	5
1.	Andhra Pradesh	398.2	199.1	95.02
2.	Arunachal Pradesh	63.8	52.25	43.45
3.	Assam	215.6	147.4	34.1
4.	Bihar	432.3	238.15	16.34
5.	Chhattisgarh	167.2	83.6	165.19
6.	Goa	12.1	11	6
7.	Gujarat	248.6	124.3	286
8.	Haryana	127.6	63.8	61.17
9.	Himachal Pradesh	79.2	39.6	53.02
10.	Jammu and Kashmir	154	152.9	58.301
11.	Jharkhand	224.4	156.21	0
12.	Karnataka	203.5	101.75	166.83
13.	Kerala	179.3	89.65	163.28
14.	Madhya Pradesh	369.6	346.3	353.63

1	2	3	4	5
15.	Maharashtra	409.2	204.6	444.82
16.	Manipur	37.4	21.9	37.4
17.	Meghalaya	37.4	23.45	31.76
18.	Mizoram	23.1	23.1	23.1
19.	Nagaland	59.4	36.85	36.85
20.	Orissa	358.6	179.3	358.6
21.	Punjab	156.2	78.1	23.26
22.	Rajasthan	301.4	150.7	126.12
23.	Sikkim	5.5	2.75	2.75
24.	Tamilnadu	477.4	238.7	471.35
25.	Tripura	46.2	37.4	42.58
26.	Uttar Pradesh	911.9	933.9	922.73
27.	Uttaranchal	108.9	54.45	108.9
28.	West Bengal	393.8	196.9	69.27
29.	Andaman and Nicobar Islands	5.5	5.5	4.54
30.	Chandigarh	3.3	3.3	3.3
31.	Delhi	30.8	28.33	22.7
32.	Dadra and Nagar Haveli	1.1	0.55	NR
33.	Daman and Diu	2.2	2.92	0.843
34.	Lakshadweep	1.1	0.55	0.99
35.	Pondicherry	5.5	2.75	NR
Total		6251.3	4032.01	4234.194*

NR: Not Reported.

\*From unspent balances of previous years.

**Approval for Election Expenses**

1143. SHRI CHENGARA SURENDRAN: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government has received any proposal regarding election expenses of political parties from Election Commission;

(b) if so, whether the Union Government has approved the proposal of the Election Commission of India to meet the Election expenses of Political Parties by the Government;

(c) if so, the details thereof; and

(d) if not, the hurdles coming in the way?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (d) A proposal for state funding of elections based on the recommendations made by the Indrajit Gupta Committee is under consideration of the Government with a view to building a consensus amongst the political parties.

[Translation]

**Fuel from Recycled Plastic**

1144. SHRI SUBHASH MAHARIA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to formulate any scheme to prepare fuel from recycled plastic; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) There is no proposal to formulate any scheme to prepare fuel from recycled plastic.

#### Slums in Uttar Pradesh

1145. SHRI HARIKEWAL PRASAD: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) the details of the schemes implemented in Uttar Pradesh to provide basic infrastructure in the urban slum areas of the State and the amount of allocation made therefor during the last three years;

(b) the area-wise number of people covered under the said scheme;

(c) whether the Government has undertaken any review of the performance of local agencies involved in the implementation of the said schemes; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by Government of India on 3rd December, 2005 is implemented throughout the country, including Uttar Pradesh. Basic Services to the Urban Poor (BSUP) programme - (for 63 identified cities) and Integrated Housing and Slum Development Programme (IHSDP) - (for other cities/towns), aim at providing basic infrastructure and housing for the poor in the urban slum areas. The total Project Cost approved for Uttar Pradesh under both the programmes together so far is Rs. 423.74 crore. The Central Share component is Rs. 204.34 crore, against which an amount of Rs. 54.91 crore has already been released as first instalment.

(b) The number of people/dwelling units covered under projects approved so far under BSUP and IHSDP is given in the enclosed statement.

(c) and (d) The projects approved under JNNURM under BSUP and IHSDP are implemented by concerned State Governments, which review the performance of local agencies involved in the implementation of the schemes from time to time.

#### Statement

(Rupees in crores)

Sl. No.	Name of Town/ ULB/ Municipality	Total no. of new dwelling units approved for construction/ relocation	Total No. of dwelling units for upgradation	Total Number of dwelling units ( New + up-gradation)
1	2	3	4	5
1.	Afzalgarh	184	0	184
2.	Dadri	216	0	216
3.	Dankaur	48	0	48
4.	Ghaziabad	1236	0	1236
5.	Nehtaur	48	0	48
6.	Rabupura	72	0	72
7.	Raebareli	100	0	100
8.	Ujhani	128	0	128
Total		2032	0	2032



1	2	3	4	5
<i>Basic Services to the Urban Poor (BSUP)</i>				
1.	Allahabad	264	0	264
2.	Agra	608	0	608
3.	Kanpur	6544	0	6544
4.	Lucknow	10528	0	10528
5.	Mathura	240	0	240
6.	Meerut	2000	0	2000
<b>Total</b>		<b>20184</b>	<b>0</b>	<b>20184</b>

*[English]***Allocation of Fund for PPP**

1146. SHRI SUBRATA BOSE Will the Minister of FINANCE be pleased to state:

(a) whether a scheme for India Infrastructure Project Development Fund meant for Public-Private partnership projects with revolving corpus fund of Rs. 100 crore as announced in Budget 2007-08 has been approved;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. A revolving fund with a corpus of Rs. 100 crore to quicken the pace of preparation of a shelf of bankable projects which can be offered for competitive bidding was announced by Finance Minister in 2007-08. Accordingly, Scheme and Guidelines for 'India Infrastructure Project Development Fund (IIPDF)' were notified on 5th December, 2007. The scheme is to provide financial support for quality project development activities to the States and the Central Government Ministries and their agencies.

(c) Does not arise.

**Quoting PAN by Residents of Sikkim**

1147. SHRI BACHI SINGH RAWAT "BACHDA": Will the Minister of FINANCE be pleased to state:

(a) whether mandatory requirement of quoting PAN in mutual fund and DEMAT account applications also applies to permanent residents of Sikkim, who are not governed by Indian Income Tax Act;

(b) if so, the reasons therefor;

(c) whether Government proposes to do away with the requirement of quoting PAN for permanent residents of Sikkim; and

(d) if so, the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) SEBI has made PAN mandatory for all transactions in securities markets as an investors friendly measure and in the interest of enforcement actions. It has, however, exempted residents of Sikkim from this requirement for opening demat accounts and for trading in the secondary market.

**Misleading Advertisements**

1148. SHRI CHANDRAKANT KHAIRE: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government has any machinery to curb the activities of misleading advertisements by companies;

(b) if so, the details thereof;

(c) the number of cases of misleading advertisement registered by the Government during the last three years; and

(d) the number of persons found guilty in such cases?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) to (d) The information is being collected.

#### **Energy Generation through Coal Gasification**

1149. SHRI GURJEET SINGH RANA: Will the Minister of POWER be pleased to state:

(a) whether the Government has made any assessment of feasibility of energy generation through coal gasification; and

(b) if so, the details alongwith the cost thereof?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Yes, Sir. An R&D Committee was constituted by the Government of India for the development of Integrated Gasification Combined Cycle (IGCC) technology, as suited to coal gasification based power generation in India. The Committee noted that IGCC plant based on Pressurized Fluidized Bed (PFB) concept was ideally suited for the high ash (35% to 45%) Indian coal.

The cost of setting up a 100 MW IGCC plant is estimated to be of the order of Rs. 850-900 crores.

*[Translation]*

#### **Modernization/Revival of old Power Plants**

1150. SHRI RAJNARAYAN BUDHOLIA: Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to provide financial assistance to the State Electricity Boards for the revival/modernization of old power plants;

(b) if so, the details thereof and the amount likely to incur thereon, State-wise; and

(c) the time by which the decision is likely to be taken in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) For ensuring that State Sector schemes related to revival/modernization of old power plants do not suffer from inadequate availability of funds, the Central Public Sector Undertakings (CPSUs), namely

Power Finance Corporation (PFC) and Rural Electrification Corporation (REC) have geared themselves adequately and during the last three years (2004-2007) they had sanctioned loans to the tune of over Rs. 4872 crore for Renovation and Modernization (R&M) schemes. In 2007-08, so far, about Rs. 809 crore has been sanctioned for R&M schemes. Sanction of loans from PFC and REC for future R&M schemes is on the basis of submission of viable project proposals to these organizations.

*[English]*

#### **Payment of Wages under NREGS through Banks and Post Offices**

1151. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government is contemplating to introduce smart or electronic cards and electronic transfer of money to beneficiaries to make the implementation of the National Rural Employment Guarantee (NREG) Scheme effective;

(b) if so, the details thereof;

(c) whether the Government is also proposing to tie-up with banks and post offices to pay wages to the beneficiaries; and

(d) if so, the details thereof and the progress made in this regard?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) No, Sir.

(b) Question does not arise.

(c) and (d) Yes, Sir. Payment of wages under NREGA through workers accounts in post offices had been taken up with the Department of Posts. Department of Posts has requested all Heads of Circles to take prompt measures for operationalisation of the accounts of wage earners in the Post Offices. Ministry has issued instructions to State Governments for proper coordination with the Department of Posts. Department of Posts has advised their State Offices to cooperate with the State Government to enable early operationalisation of wage payment through NREGA workers accounts in post offices wherever possible and not to charge service charges.

*[Translation]*

**Loans provided by the Banks under  
Pradhan Mantri Rozgar Yojana**

1152. SHRI AVINASH RAI KHANNA: Will the Minister of FINANCE be pleased to state:

(a) whether the amount released for Pradhan Mantri Rozgar Yojana (PMRY) purposes has been found diverted for other purposes;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Some of the banks have reported diversion of the loan amount released for the Prime Minister's Rozgar Yojana (PMRY) for other purposes. As per extant instructions under the scheme, all implementing banks can file criminal complaints against the borrowers who mis-utilise funds/loans sanctioned under PMRY. Such instances are also discussed in forums like the Block Level Bankers' Committee (BLBC) and District Level Consultative Committee meetings for appropriate action.

(c) Government tries to ensure proper utilization of funds released under PMRY by laying down clear guidelines for utilization of these funds which include making fresh releases conditional upon submission of utilization certificate, back ended disbursement of subsidy amount to banks and disbursement of loan amount by way of third party cheque to the supplier of goods rather than directly to the borrowers.

*[English]*

**Bongaigaon Thermal Power Station**

1153. SHRI M.K. SUBBA: Will the Minister of POWER be pleased to state:

(a) the progress made in implementation of the 750 MW Bongaigaon Thermal Power Station so far;

(b) the total cost, the cost escalation, if any, and the funds incurred thereon so far; and

(c) the time by which it is likely to be completed?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) NTPC Ltd. is setting up a coal based Thermal Power Project (TPP) of 750 MW (3x250 MW) at the site of Assam's existing non-operational Bongaigaon thermal power station (4x60 MW). In this regard, a Transfer Agreement has been executed amongst NTPC Ltd., Government of Assam and Assam Power Generation Corporation Ltd. (APGCL) for transfer of the existing infrastructure of 240 MW (4x60 MW) Bongaigaon Thermal Power Station of APGCL in Assam to NTPC Ltd. and setting up of new 3x250 MW power station at same location by NTPC Ltd. Notification in respect of transfer of assets was issued by Government of Assam on 13.11.2007.

All necessary key inputs and clearances including environmental clearance from Ministry of Environment and Forests have been tied-up/obtained for the project. Main Plant Equipment packages have been awarded on BHEL in February 2008. Work on the project has already commenced.

(b) Investment approval has been accorded by NTPC Board on 30.01.2008 at current estimated cost of Rs. 4375.35 Crores. An expenditure of Rs. 86.85 lakhs has been incurred in the project so far.

(c) Bongaigaon TPP is targeted to be completed by the year 2011-12.

**Forest Village**

1154. SHRI NAVEEN JINDAL:  
SHRI MANORANJAN BHAKTA:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the scheme for development of forest villages has made the desired progress;

(b) if so, the details thereof and the amount spent thereon, State-wise and UT-wise;

(c) the main features of development in these villages as distinct from other tribal villages;

(d) whether the development of forest villages is monitored from time to time; and

(e) if so, the details thereof and the number of forest villages declared revenue villages, State-wise and UT-wise?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) and (b) The scheme for development of forest villages was launched in 10th Plan during 2005-06 with an objective of raising the Human Development Index (HDI) of the inhabitants, integrated development of forest villages and providing basic facilities and services like health, food, safe drinking water etc. to villagers. There are 2474 forest villages/habitations in 12 States. Under the scheme the project proposals for meeting out the above objectives covering 2388 forest villages in 11 States have so far been approved and an amount of Rs. 45,924.71 lakhs has been released. The scheme is progressing. A statement showing State-wise fund released during the years 2005-06, 2006-07 and 2007-08 is enclosed. There is no Union Territory having the forest villages.

(c) Since the forest villages were deprived of development available in the revenue villages, basic facilities and services like food, safe drinking water, health, infrastructure, vocational training centres etc. are provided under this programme. The main features of development of programme, however, are similar to those available in other tribal villages which are revenue villages.

(d) and (e) Monitoring of development of forest villages is a continuous process. The State Level Steering Committees (SLSC) constituted under National Aforestation Programme in the Ministry of Environment and Forests monitors the implementation of the project under this programme. Utilisation of fund is monitored through submission of utilisation certificates.

511 forest villages have been converted into revenue villages and the State-wise details are as below:

S.No.	Name of State	No. of villages Converted so far	Approved Area (in ha)
1.	Madhya Pradesh	315	30,113
2.	Gujarat	112	4,238
3.	Maharashtra	73	4,074
4.	Uttarakhand	11	2,561
Total		511	40,986

#### *Statement*

#### *State-wise fund released during 2005-06, 2006-07 and 2007-08*

(Rs. in lakh)

Sl.No.	State	Fund Released			Total Fund Released so far
		2005-06	2006-07	2007-08	
1	2	3	4	5	6
1.	Assam	4059.00	1817.42	0.00	5876.42
2.	Chhattisgarh	4359.00	4161.37	1034.00	9554.37
3.	Gujarat	1979.00	1434.38	593.62	4007.00
4.	Jharkhand	129.71	173.87	0.00	303.58
5.	Meghalaya	0.00	390.71	0.00	390.71
6.	Madhya Pradesh	6190.65	10472.42	2829.00	19492.07
7.	Mizoram	202.50	1317.50	190.00	1710.00
8.	Orissa	157.14	133.46	0.00	290.60

1	2	3	4	5	6
9.	Tripura	0.00	930.00	0.00	930.00
10.	Uttarakhand	0.00	566.96	0.00	566.96
11.	Uttar Pradesh	0.00	0.00	0.00	0.00
12.	West Bengal	2104.00	699.00	0.00	2803.00
	Total	19181.00	22097.09	4646.62	45924.71

#### Allocation under JNNURM

1155. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether all the capital cities of the States have been included in JNNURM;

(b) if so, whether Government of Gujarat has been considering to include Porbander and Karamsad cities in JNNURM being the birth places of Mahatma Gandhi and Sardar Patel respectively;

(c) whether the Government of Gujarat has been given only Rs. 300 crore under JNNURM;

(d) if so, whether the Government has received any proposal to enhance the allocation; and

(e) if so, the action taken thereon?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) Yes, Sir. The only exception, however, is Gandhinagar as Ahmedabad has already been covered.

(b) Yes, Sir. Such a request has been made.

(c) to (e) No, Sir. The indicative allocation for Gujarat under JNNURM for seven year Mission period (2005-12) is Rs. 2944. 37 crore.

#### Awareness of Insurance Products in Rural Areas

1156. SHRI K.C. PALLANI SHAMY: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to utilise the services of postal departments for selling the insurance products both life and non-life, particularly in rural areas;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Department of Posts sells its own life insurance product as Postal Life Insurance both in urban and rural areas. Postal Life Insurance originally available to government and public sector employees (including defence services and para-military forces) was extended to the rural populace in the year 1995. The prime objective was to provide insurance cover to the rural public in general and to benefit weaker sections and women workers of rural areas in particular. As regards general insurance business, Department of Posts is a Corporate Agent of M/s. The Oriental Insurance Company Limited.

(c) Does not arise.

#### Review of DTAA

1157. SHRI SWADESH CHAKRABORTY: Will the Minister of FINANCE be pleased to state:

(a) whether Government has information regarding cases of tax evasion under Double Taxation Avoidance Agreements (DTAAs);

(b) if so, whether the Government is considering to review DTAA to curb speculative profiteers evading tax; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (c) Whenever it comes to the notice of the Government that there is improper use of the provisions of any Double Taxation Avoidance Agreement (DTAA), measures to

review that DTAA are taken in consultation with the treaty partner.

[*Translation*]

#### **Schemes for Employment of Women**

1158. SHRI MAHAVIR BHAGORA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government has launched schemes for providing employment to women;

(b) if so, the details thereof alongwith achievements made therein during the last three years; and

(c) the details of the funds provided for these schemes during the last three years, scheme-wise and State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) The Ministry of Women and Child Development is implementing Support to Training and Employment Programme for Women (STEP) Scheme with a view to make women economically self-reliant. The Scheme basically aims at providing training for skill upgradation of women beneficiaries, development of entrepreneurial skills, asset creation to mobilize them into small viable groups and enable them to take up employment-cum-income generation activities to increase their self reliance.

(b) Detailed write up on the STEP Scheme may be accessed at official website of this Ministry, [www.wcd.nic.in](http://www.wcd.nic.in). Details of physical and financial achievements made during the last three years are enclosed as per statement.

(c) State-wise details of funds released under the Scheme may be accessed at official website of this Ministry [www.wcd.nic.in](http://www.wcd.nic.in).

#### **Statement**

##### *Physical Targets/Performance*

Year	Target (No. of Beneficiaries)	Achievement (No. of Beneficiaries)
2004-05	40000	15900
2005-06	35000	34575
2006-07	35000	31177

#### *Financial Targets/Performance*

(Rs. in lakhs)

Year	Outlay/BE Plan	RE	Actual Expenditure Plan
2004-05	2500.00	2500.00	1781.87
2005-06	1500.00	1500.00	1717.92
2006-07	1600.00	1600.00	1597.637

[*English*]

#### **Boundary Wall Fencing in Government Colonies**

1159. SHRI NAKUL DAS RAI: Will the Minister of URBAN DEVELOPMENT be pleased to refer to reply given to unstarred question no. 3378 dated September 7, 2007 and state:

(a) whether the information in regard to part 'c' of question has since been collected;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which it is likely to be laid on the Table of the House?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The information has not been collected completely.

(b) and (c) Some Zonal information is yet to be received.

(d) The information can be laid on the Table of the House after 3 months.

#### **Notification of Delhi Rent Control Act**

1160. SHRI KULDEEP BISHNOI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has not notified the Delhi Rent Control Act, 1995 so far;

(b) if so, the reasons for delay; and

(c) the steps taken by the Government to notify the Delhi Rent Control Act, 1995 at the earliest?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) Yes, Sir.

(b) and (c) Immediately after The Delhi Rent Act, 1995 was enacted on 23.8.1995, there were representations against some of the provisions of the said Act. The matter was examined by the Government and it was decided to bring the Act into force after effecting amendments to some of its provisions. Accordingly, the Delhi Rent (Amendment) Bill, 1997 was introduced in the Rajya Sabha on 28.7.1997. The Bill was referred to the Parliamentary Standing Committee on Urban and Rural Development for examination and report. The Committee submitted its report on 21.12.2000.

The Government considered the Report and accepted all the recommendations of the Committee. Steps were initiated for moving official amendments to the Amendment Bill, 1997 but the Bill could not be debated till the dissolution of the 13th Lok Sabha. After formation of 14th Lok Sabha, the Bill is required to be considered by the Government afresh and steps have been initiated in that direction.

#### **World Bank Aid for Transport System**

1161. SHRI ASADUDDIN OWAISI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the World Bank has earmarked \$ 25 million to turn transport system greener in India;

(b) if so, whether the cities in the country have been short-listed based up their project proposals;

(c) the names of the cities in India where this fund is likely to be utilized; and

(d) the steps taken or being taken by the Government to judicious use of World Bank Green Environment Facility (GEF) Fund?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) No, Sir. The total financing requested under Global Environment Facility (GEF) is US \$ 25.35 million, inclusive of project preparation grant and agency fee (10%) to the World Bank and UNDP for project cycle management services associated with the implementation of 'Sustainable Urban Transport Project' (SUTP) in India. The project is not yet sanctioned. The assistance finally sanctioned by GEF will be implemented

in collaboration with the World Bank and the United Nations Development Programme.

(b) Cities have been short-listed based on the proposals received under Jawaharlal Nehru National Urban Renewal Mission (JNNURM), presentations made in the workshop at Indore in June, 2007 and proposals submitted by the States for seeking GEF assistance.

(c) The names of the cities in India where this fund is likely to be utilized are, Indore, Pune-Pimpri Chinchwad, Jalandhar, Hyderabad, Ahmedabad, Mysore, Naya Raipur, Ajmer Pushkar and Thiruvananthapuram.

(d) The Ministry has constituted Steering Committee to guide and oversee the work to be taken up under this project, Project Management unit for monitoring project implementation and appointed consultant to liaise with the World Bank, UNDP and concerned States/cities in project preparation as per GEF eligibility norms.

#### **Accelerated Urban Water Supply Programme**

1162. SHRI KAILASH MEGHWAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the amount sanctioned and released for schemes of integrated development of Small and Medium Towns, Accelerated Urban Water Supply Programme to various States;

(b) if so, the details thereof;

(c) whether utilisation certificates have been received in respect of above schemes; and

(d) if not, the reasons therefor?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (d) Under the Centrally Sponsored Schemes of Integrated Development of Small and Medium Towns (IDSMT) and Accelerated Urban Water Supply Programme (AUWSP), Central assistance amounting to Rs. 771.34 crore and Rs. 871.47 crore respectively has been released. Utilization Certificates for Rs. 385.95 crore in respect of IDSMT and Rs. 836.38 crores in respect of AUWSP have been received so far. Since the projects are ongoing, utilisation certificates for the balance amount will be furnished by the State Governments after utilization of the same.

**External Debt**

1163. SHRI HITEN BARMAN: Will the Minister of FINANCE be pleased to state:

(a) the amount of external debt outstanding against the country during each of the last three years with percentage increase;

(b) the rate of interest on which short term, long term debts were negotiable;

(c) the amount of interest paid on it during the same period;

(d) whether liberalisation of economy has helped in reducing external debt;

(e) if so, the reaction of the Government thereto; and

(f) the steps taken by the Government to reduce such debt?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Data on India's total external debt and its percentage increase during the last three years are given in the Table below:

*Table: India's External Debt Outstanding*

At end	External Debt Outstanding (US \$ billion)	Increase (%)
March 2005 R	132.97	19.1
March 2006 R	138.13	3.8
March 2007 R	169.63	22.8

R: Revised.

(b) Rates of interest differ for sovereign and non-sovereign borrowings. Sovereign loans carried interest rates which were generally lower than the prevailing market rate.

As regards non-Government (private) loans, short-term loans and credits (up to one year maturity) were allowed to be raised at LIBOR plus 50 basis points, and long-term loans at LIBOR plus 125 to 350 basis points under external commercial borrowing. The exact rates of interest, however, depend on the terms settled between the lenders and borrowers.

(c) The amount of interest paid on the total external debt for the last three years is given in the Table below:

*Table: Amount of Interest Paid*

Year	Amount of Interest Paid (US \$ billion)
2004-05 R	3.04
2005-06 R	5.22
2006-07 R	4.47

R: Revised.

(d) and (e) Yes, Sir. External debt as a proportion of GDP came down from 38.7 per cent in 1991-92 to 17.9 per cent in 2006-07. Debt-service ratio improved from 30.2 per cent to 4.8 per cent and the foreign exchange reserves cover of external debt rose from 10.8 per cent to 117.4 per cent during the same period.

(f) Prudent external debt management policy of the Government aims at maintaining external debt within manageable limits. This includes emphasis on raising sovereign loans on concessional terms with longer maturities, prepaying high cost loans, rationalising interest rates on NRI deposits, restricting end-use of external commercial borrowings, monitoring of short-term debt and encouraging non-debt creating capital flows.

**Unfair Treatment of Borrowers**

1164. SHRI S.K. KHARVENTHAN: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that many of the public and private sector banks are offering lower floating rates to fresh borrowers while forcing the existing customers to keep paying earlier higher rates;

(b) if so, the details alongwith the action taken against the bankers who are not passing on the benefits of fall in interest rates to the existing borrowers;

(c) whether the Government is aware that banks are levying penal interest to the customers who are repaying loans ahead of tenure or switching over to loans with lower interest rates;

(d) if so, the action taken thereon; and

(e) if not, the reasons therefor?



THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Effective October 1994, the Reserve Bank of India has deregulated the interest rates on advances above Rs. 2 lakh including loans to small and micro industrial enterprises, and these interest rates are determined by the banks themselves with the approval of their Boards. For credit limit up to Rs. 2 lakh, the Benchmark Prime Lending Rate (BPLR) has been prescribed as the ceiling lending rate. In order to enhance transparency in banks' pricing of their loan products, banks have been advised to fix their BPLR after taking into account (i) actual cost of funds, (ii) operating expenses and (iii) a minimum margin to cover regulatory requirement of provisioning/capital charge and profit margin and ensure that the BPLR truly reflects the actual cost. Banks have also been allowed to freely price their loan products below or above their BPLR and offer floating rate products by using market benchmarks in a transparent manner.

As reported by Public Sector Banks (PSBs), floating interest rates are linked to BPLR and whenever the BPLR is changed, the interest rate changes are effected both for existing as well as new borrowers.

(c) to (e) RBI has reported that as per the extant guidelines, the decision to prescribe service charges including prepayment charges is left to the discretion of the boards of individual banks. Banks would normally be expected, while fixing the service charges, to ensure that charges are reasonable, consistent with the cost of providing these services and that the customers with 'low value/volume of transactions are not penalized.

Most of the PSBs have reported that they do not charge any pre-payment penalty in case the account is adjusted by the borrower from his own resources. However, in case of take-over of term loans by other banks, a nominal rate of fore-closure fee is charged on the balance outstanding on the date of adjustment.

#### **Durgapur Thermal Power Plant**

1165. SHRI MILIND DEORA: Will the Minister of POWER be pleased to state:

(a) whether the State Government of Maharashtra proposes to expand two more units at Durgapur Thermal Power Plant with the Central assistance;

(b) if so, the total power generation capacity is likely to be added as a result thereof and the total financial contribution of the Centre in this regard; and

(c) the time by which these units are likely to become operational?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Yes, Sir. M/s. Maharashtra State Power Generation Company Ltd. (MAHAGENCO) has a proposal for setting up two more units each of 500 MW at Chandrapur Thermal Power Plant located near Durgapur village in Chandrapur District of Maharashtra. As per MAHAGENCO, the total cost of the project is estimated to be Rs. 5500 crores for which funding (loan) to the extent of 80% of the project cost has been sought from Rural Electrification Corporation under the Ministry of Power. Additional generation capacity of 1000 MW is likely to be achieved from the project.

(c) As per MAHAGENCO, these units of the project are targeted to become operational during the year 2011-12.

#### **LIC Overseas Operations**

1166. SHRI MADHU GOUD YASKHI: Will the Minister of FINANCE be pleased to state:

(a) the total amount of premium received from Life Insurance Corporation of India's (LIC) overseas operations during each of the last three years;

(b) whether the LIC's overseas operations is showing a negative growth for the past few years;

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

(d) the steps taken or likely to be taken by the Government to rectify this trend?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Life Insurance Corporation of India (LIC) has reported that the total amount of premium received from its overseas operations during the last three years is as under:

Year	Premium Income (Rs. in crore)	Growth
2004-05	358.42	-14.5%
2005-06	412.89	15.2%
2006-07	449.84	8.95%

(b) to (d) LIC has reported that its growth was negative during the year 2004-05 due to shift in its focus from single premium policies to regular premium policies. The growth in subsequent two years has, however, been positive. LIC's total premium income from overseas operations is likely to improve in future as it is exploring opportunities for expansion in new territories including Asian countries like Singapore.

#### **Earnings from Stock Market**

1167. DR. ARUN KUMAR SARMA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government earnings from the Stock Markets has significantly increased in the recent years;

(b) if so, the guiding force behind such constant upward trend with the annual earnings of the Government in the decade;

(c) the reason for fall and recent instability in the International Stock Markets and its consequential impact in the Indian market; and

(d) the manner in which the Government proposes to meet the challenges in near future to get our market stabilized despite ups and downs in international markets?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Government is not an investor in stock market. However, the valuations and transactions in stock market have some bearing on income and wealth of Government. These include increased revenue from securities transaction tax, appreciation of its holdings in public sector enterprises, etc.

(c) The recent fall and instability in international stock markets is attributed, among other factors, to the sub-prime mortgage crisis in the US, change in the monetary stance of developed countries, the expected recession in US, firming up of oil prices, Yen carry trade, relative

valuations in emerging markets, etc. The impact on Indian market depends on the level of its integration with international markets.

(d) The authorities do not try to stabilise stock prices. They have put in place systems and practices to promote a safe, transparent and efficient market and to protect market integrity. The systems instituted include advanced risk management mechanisms comprising on-line monitoring and surveillance, various limits on positions, margin requirements, circuit filters, etc. The systems and practices are reviewed continuously and modified to meet emerging needs. Measures taken to broaden and deepen markets include: screen based trading system, dematerialization of securities, corporatization and demutualization of exchanges, settlement through clearing corporation, trading in of derivatives, etc. Besides, SEBI maintains a constant vigil in the market, and in case of any abnormality, takes appropriate action against the concerned entities. SEBI and market participants are undertaking massive awareness programmes to educate investors about the precautions they need to take while dealing in securities and how to seek redressal of their grievances.

#### **Safe Motherhood and Child Survival Programme**

1168. SHRI SANAT KUMAR MANDAL: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the present status of the World Bank and UNICEF funded Child Survival and Safe Motherhood Programme in the country; and

(b) the assistance the World Bank and UNICEF provided to the country during the last three years, especially in West Bengal?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) Ministry of Women and Child Development is not administering any World Bank funded Programme on Child Survival and Safe Motherhood in the country. UNICEF implements its programme in India through Master Plan of Operations. Interventions have been proposed by UNICEF under its Country Programme Action Plan for 2008-2012 for strengthening the Scheme of Integrated Child Development Services which will replace the current Master Plan of Operations for 2003-07. UNICEF had an allocation of US

\$ 56.6 million for the Child Development and Nutrition projects for five years from 2003-2007. There is no State wise allocation under Master Plan of Operations.

#### **Activities of NIRD**

1169. SHRI G. NIZAMUDDIN:

SHRI PUSP JAIN:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the Centres/Departments functioning at the National Institute of Rural Development (NIRD), Hyderabad;

(b) the areas in which training programmes and workshops are being organized; and

(c) the details of the Civil Societies, NGOs, Self-Help Groups and Academic Institutes participating in various courses/programmes during the last three years?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) The following Centres/Departments are functioning at the National Institute of Rural Development (NIRD), Hyderabad:-

(i) Centre for Agrarian Studies and Disaster Mitigation, (ii) Centre for Equity and Social Development, (iii) Centre for Gender Studies, (iv) Centre for Human Resource Development, (v) Centre for Information Technology and Quantitative Techniques (vi) Centre for Planning, Monitoring and Evaluation, (vii) Centre for Geo-Informatics Application in Rural Development, (viii) Centre for Media and Rural Documentation, (ix) Centre for Panchayati Raj, (x) Centre for Self-Employment and Rural Enterprises, (xi) Centre for Technology and Product Marketing, (xii) Centre for Water and Land Resources, (xiii) Research and Training Division, (xiv) Rural Technology Park, (xv) Centre for Wage Employment and Poverty Alleviation, (xvi) Centre for Financial Management, (xvii) Tribal Research and Action Cell, (xviii) Centre for Post Graduate Studies, and (xix) North-Eastern Regional Centre, Guwahati.

(b) The National Institute of Rural Development organizes training programmes and workshops in the areas of (i) Decentralized Planning, (ii) Capacity Building Programme for PRIs, (iii) Participatory approaches to Rural Development, (iv) Management of RD Programmes: SGSY, NREGA, RWSS, Housing, Watershed, (v) Forest

Management, (vi) Community Recourse Management, (vii) Financial Management, (viii) Gender in Rural Development, (ix) Monitoring and Evaluation of RD Programmes, (x) Computer Application and Information Technology, (xi) Rural Marketing, (xii) Management of Agriculture in drought prone areas, (xiii) Human Resource development, (xiv) Self Employment and Rural Enterprises, (xv) Technology and Product Marketing, (xvi) Water and Land Resources Management, (xvii) Wage Employment and Poverty Alleviation, (xviii) Community Mobilization for Community Driven Development, (xix) Good Governance and Rural Development, (xx) Geographic Information System applications in Rural Development, (xxi) Sustainable Agriculture and Rural Development, and (xxii) Disaster Management.

(c) The details of the Civil Societies, NGOs, Self-Help Groups and Academic Institutes which Participated in various courses/programmes during the last three years are as under:-

Year	No. of Civil Societies, NGOs and SHGs attended in NIRD Programmes	No. of Academic Institutes attended in NIRD Programmes
2004-05	843	368
2005-06	750	274
2006-07	1040	185
Total	2633	827

#### **Reduction/Exemption of Import Duty**

1170. SHRI PANNIAN RAVINDRAN: Will the Minister of FINANCE be pleased to state:

(a) whether a reduction/exemption in customs tariff for imports duty from neighbouring countries has been effected;

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

(c) whether any fresh proposal in this regard is under consideration with the Government of India; and

(d) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b)

Yes, Sir. The reduction in customs tariff for imports from neighboring countries *viz.* Nepal, Bhutan, Bangladesh and Maldives (also called the LDCs *i.e.* less developed countries) and Pakistan and Sri Lanka (Non-LDCs) have been done as a part of deepening of tariff concessions under SAFTA (South Asian Free Trade Agreement).

(i) Accordingly, duty free access to imports from LDCs has been allowed for all goods other than those in the negative list.

(ii) Duties on imports from non-LDCs have been reduced—

- allowing a further reduction of 10% on the duty prevailing as on 31.12.2005 if the same was in the range of 5% to 20% OR
- to 20%, in case the tariffs were more than 20% as on 31.12.2005.

(iii) Notifications 125 and 126 of 2007-Customs, both dated 31.12.2007 amending the notifications 67 and 68 of 2006-Customs both dated 30.6.2006 in this regard have been issued.

(c) and (d) As a part of concessions under SAFTA to Non-LDCs, India is committed to bring down the specific component of duties on textiles items attracting composite rates to Nil, by 01.07.2008. Similarly, the phase II for reduction of import duties for imports from Non-LDCs in SAFTA is as follows:

31st December, 2008 to 31st December, 2013	0-5% in five equal instalments.
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Action on these would be taken as and when it is due.

#### **Duplicate Identity Cards**

1171. SHRI PRALHAD JOSHI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether it has come to the notice of the Government that a large number of duplicate Voter Identity Cards have been found/recovered from various places such as Kanpur in U.P.; and

(b) if so, the details thereof alongwith the action taken thereon?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) and (b) The requisite information for

answering the question is being collected and will be laid on the Table of the House.

*[Translation]*

#### **District-wise Data of BPL Families**

1172. SHRI MANSUKHBHAI D. VASAVA:  
SHRI KASHIRAM RANA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government maintains district-wise list of the number of Below Poverty Line (BPL) people;

(b) if so, the details thereof; and

(c) if not, the manner in which the Government assess the development of a particular district in the absence of the district-wise BPL data?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (c) The estimation of poverty at the national and State level is done by the Planning Commission on the basis of the Sample Survey of Consumer Expenditure carried out by the National Sample Survey Organisation (NSSO) after an interval of 5 years approximately. The Ministry of Rural Development provides financial and technical support to the States and UTs to undertake BPL Census to identify the BPL households in the rural areas who could be targeted under its various programmes. The BPL Census is done by covering 100% rural households through door-to-door survey. The BPL Census 2002 has been conducted for the 10th Five Year Plan and 21 States and UTs have finalized and furnished the BPL list. The State Governments have been advised to post the BPL data for each district with details of individual BPL households on their website also. 158 Districts have already posted the village-wise BPL data on the website of this Ministry *i.e.* [www.rural.nic.in](http://www.rural.nic.in) also.

*[English]*

#### **Fire In Excise Department Building**

1173. SHRI KINJARAPU YERRANNAIDU: Will the Minister of FINANCE be pleased to state:

(a) whether a major fire broke out at an office of Excise Department situated in a high building in Rajendra

Place area in Central Delhi in the month of December, 2007;

(b) if so, the details thereof;

(c) whether some important documents were destroyed in the fire;

(d) if so, the details thereof and extent of damage suffered by the Excise Department;

(e) whether any responsibility has been fixed in this regard;

(f) if so, the details thereof;

(g) whether the services of Central Forensic Science Laboratory (CFSL) has been requisitioned for enquiry;

(h) if not, the reasons therefor;

(i) whether the matter has been taken up with Delhi Fire Services/Municipal Corporation of Delhi/Central Public Work Department; and

(j) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) A fire broke out on 22nd December, 2007 at 6h floor, Gagandeep Building, Rajendra Place, New Delhi where Range-13 and Range-14 of Central Excise, Division-III, New Delhi are situated but no damage was caused in these Ranges as the fire broke out in the private office located adjacent to Range-14 and did not spread on the entire floor.

(c) to (j) In view of above, questions do not arise.

#### **Namma Metro Rail Project**

1174. SHRI M. SHIVANNA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether land for Namma Metro Rail Project, Bangalore has been acquired; and

(b) if so, the details thereof, location-wise?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) No, Sir. The complete land for the project has still not been acquired.

(b) Does not arise.

#### **Inclusion of Panna Community In STs List**

1175. SHRI B. MAHTAB: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government of Orissa had sent a proposal to the Union Government in the 80s for according the status of Scheduled Tribes to Panna community who speak Kui dialect but originally belong to Scheduled Castes;

(b) if so, the details thereof; and

(c) the action taken by the Union Government thereon, as on date?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) No, sir.

(b) and (c) Does not arise.

#### **PFRDA**

1176. SHRI P. MOHAN: Will the Minister of FINANCE be pleased to state:

(a) whether Pension Fund Regulatory and Development Authority (PFRDA) has been constituted for implementing New Pension Scheme after the approval of Cabinet;

(b) if so, the details thereof alongwith the guidelines issued for its functioning;

(c) whether the Employees Associations/Federations were consulted before formation of Authority;

(d) if so, the details thereof;

(e) whether PFRDA has nominated as executive member of International Organisation of Pension Supervision (IOPS);

(f) if so, the details thereof;

(g) whether the accumulated Pension Fund has been invested in the Global Share Market;

(h) if so, the details thereof; and

(i) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Government of India have constituted the interim Pension Fund Regulatory and Development Authority (PFRDA) under the overall administrative control of the Ministry of Finance through a Resolution dated 10.10.2003.

(c) and (d) The PFRDA Bill was discussed with the Central trade unions in a meeting organized in Ministry of Finance on 20th March, 2005.

(e) and (f) In the last Annual General Meeting of the International Organisation of Pension Supervisors (IOPS) held in November, 2007, PFRDA was elected as a member of the Executive Committee of the IOPS.

(g) to (i) At present, the contribution under the New Pension System is credited into a public account which is earning an interest of 8% per annum.

#### **Poor Telecom Service in Elections**

1177. SHRI AMITAVA NANDY: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether poor telecommunication connectivity has made obstacle to monitor smooth elections in different parts of the country; and

(b) if so, the details thereof and the steps taken in this regard?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) and (b) The requisite information for answering the question is being collected and will be laid on the Table of the House.

#### **Recommendation of National Commission for Women**

1178. SHRI K.C. SINGH "BABA":  
SHRIMATI SUMITRA MAHAJAN:  
SHRI ADHIR CHOWDHURY:  
SHRI ASADUDDIN OWAISI:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government is aware that dowry crime has increased during the last few years;

(b) if so, the details thereof;

(c) whether National Commission for women has made certain recommendations regarding harsher anti dowry law and raising punishments in suspected dowry death;

(d) if so, the main recommendations made by the Commission;

(e) whether Government has examined recommendations and has taken a final view;

(f) if so, the details thereof; and

(g) the time by which a final decision is likely to be taken by Government on the recommendation made by the National Commission for Women regarding anti dowry law?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) As per the data compiled by the National Crime Records Bureau (NCRB), Ministry of Home Affairs, the following number of cases were registered in the country in respect of offences relating to dowry:—

Year	No. of cases registered under	
	Dowry Prohibition Act, 1961	Section 304-B IPC (Dowry death)
2004	3592	7026
2005	3204	6787
2006	4504	7618

(c) Yes, Sir

(d) A statement is enclosed.

(e) and (f) The recommendations are presently under examination in the Ministry of Women and Child Development.

(g) No time can be indicated in this regard at this stage in view of the Inter-Ministerial consultations including vetting by the Ministry of Law.

**Statement**

The National Commission for Women has made the following main recommendations: -

- (i) The words 'in connection with the marriage of said parties' occurring in section 2 of the Dowry Prohibition Act, 1961 relating to the definition of dowry, may be deleted.
- (ii) A penalty of imprisonment of not less than 3 years and fine of not less than Rs. 15,000 may be introduced for the parents/relatives of the bride or bridegroom for non-maintenance of lists of presents under the Dowry Prohibition (Maintenance of Lists of Presents to the Bride and Bridegroom) Rules, 1985.
- (iii) The penalty laid down in the said Act for giving dowry may be reduced to imprisonment of not less than one year and fine of not less than Rs. 15,000 unless the person can prove that he was compelled to give dowry.
- (iv) Amend section 6 of the said Act (dowry to be for the benefit of the wife or her heirs) in order to provide that in the event of the death of any woman, whether due to natural causes or otherwise, whether within 7 years or after 7 years of her marriage, any property to which she is entitled under the section will be transferred to her children or to her parents if she has no children; and not to her heirs.
- (v) Empower the Service Provider or the Protection Officer functioning under the Protection of Women from Domestic Violence Act, 2005, under section 7 of the Dowry Prohibition Act, 1961, to lodge a complaint of commission of an offence.
- (vi) The words 'soon before her death' occurring in sub-section (1) of section 304B IPC (Dowry death) may be replaced by the words 'anytime before her death' and any death occurring in the circumstances mentioned in the sub-section even after 7 years of marriage should be considered as dowry death. The minimum punishment laid down in sub-section (2) of section 304B IPC should be raised from 7 years to 10 years and death may be prescribed as the maximum penalty alternate to the existing penalty of imprisonment for life.

**Institutional Capacities under JNNURM**

1179. SHRI SUGRIB SINGH:  
SHRI KISHANBHAI V. PATEL:  
SHRI NAND KUMAR SAI:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Planning Commission has pointed out that municipal corporations and other city level agencies lack institutional capacities to implement the large projects envisaged under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM);

(b) if so, the facts and the reaction of Government thereto; and

(c) the details of remedial measures taken by the Union Government for proper implementation of such projects in various States?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) Yes, Sir.

(b) and (c) In order to augment the institutional capacities of the ULBs to implement the large projects envisaged under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM), Government has initiated various measures as per details enclosed in the statement.

**Statement**

In order to augment the capacity of Urban Local Bodies (ULBs) for effective implementation of urban reforms and infrastructure projects under JNNURM, a number of initiatives have been taken up since the launch of the Mission. These include the following:

1. Expanding and energizing the supply side with schematic arrangement of six empanelled Region Hub Institutions (RHIs) and a range of Network institutions aligned to the Hub Institutions, to meet the demands for training on the ground.
2. A Rapid Training Programme (RTP), prioritizing slow performing cities that have lagged behind in accessing JNNURM funds, on three prioritized modules, Governance and Reforms, Supervision/

Preparation of Detailed Project Reports (DPRs) and Project Management and Implementation has been launched.

3. The Peer Experience and Reflective Learning (PEARL) programme has been launched to foster cross learning among cities and institutions, clustered into five groups based on similar socio-economic profiles. For each Group a Knowledge Manager (selected institution) coordinates and provides technical support to organize activities of common interest and value, with MoUD support.

4. UNDP-GOI initiative for Capacity Building for Decentralised Urban Governance.

The UNDP-GOI initiative has been launched in November 2006. This is a time-bound programme spread over 4 States and 16 ULBs to handhold the ULBs on the areas of Accounting Reforms, Property Tax Reforms and City Development Plan. This programme has been aligned to JNNURM in select locations which will have demonstrative effect on other cities.

5. Independent Review and Monitoring Agency (IRMA)

A mechanism, at the State level, for third party monitoring and review of the projects sanctioned under the JNNURM has been put in place to ensure that the Mission objectives are met. It is intended that the review and monitoring process in the 63 Mission cities will keep track of the physical and financial progress of projects throughout the implementation of the project - Pre-Construction, Construction, Commissioning and Trial run, and Post-Construction stages.

6. Programme Management Unit (PMU)

To strengthen the capacity of States to effectively co-ordinate implementation of projects and reforms under JNNURM, MoUD is supporting a Programme Management Unit (PMU) at the State levels. A typical PMU is proposed to comprise a team of professionals recruited from the open market on contractual basis.

7. Project Implementation Unit (PIU)

Support is being extended to establish Project Implementation Units (PIUs) at ULBs to enhance their capability to effectively implement projects and reforms under JNNURM.

*[Translation]*

#### **Development of Scheduled Tribes**

1180. SHRI FAGGAN SINGH KULASTE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the ground level implementation status of the schemes for the Scheduled Tribes;

(b) whether the Planning Commission propose to frame a concrete outline for the development of the Scheduled Tribes by holding consultations with the Scheduled Tribes Commission; and

(c) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) The Ministry of Tribal Affairs implements various Central Sector/Centrally Sponsored Schemes/programmes for the socio-economic development of tribal people in the country. The funds released by the Ministry under these schemes/programmes are required to be utilised within 12 months from the date of sanction. The utilisation position submitted by the States shows that most of them have utilised more than 75% of the amount released within the stipulated time limit.

(b) and (c) The Planning Commission has informed that they have no plan at this stage for the development of Scheduled Tribes.

*[English]*

#### **Taxes and Excise Duty on Fuel Efficient Cars**

1181. SHRIMATI MANEKA GANDHI: Will the Minister of FINANCE be pleased to state:

(a) whether tax incentives are given/proposed to be given to car manufacturers in accordance with the fuel efficiency of their products;

(b) if so, the details thereof; and



(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) The general rate of excise duty on cars is 24% ad valorem. However, a concessional duty rate of 16% was extended to small cars (Motorcars of length less than 4000 mm and engine capacity upto 1200cc [petrol, LPG, CNG]/1500cc {diesel}) in Budget 2006 as it is the intention of the Government to make India a hub for the manufacture of small and fuel efficient cars. Government's decision was based on a study got conducted by the 'Energy & Resources Institute' which concluded that cars with smaller engines are more fuel efficient. In this year's Budget (2008-09), excise duty rate of 16% has been further reduced to 12%.

(c) Does not arise.

#### NSSO and MPCE

1182. SHRI ABU AYES MONDAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of economic criteria fixed for BPL people/family and their Monthly Per Capita Expenditure (MPCE), State-wise;

(b) whether one out of five people in rural India has no capacity to spend even Rs. 12 daily, according to a report of National Sample Survey Organisation (NSSO) released recently; and

(c) if so, the facts thereof and the steps taken in this regard?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) The Planning Commission uses a poverty line based on per capita consumption expenditure as the economic criterion to determine the persons living below the poverty line. The poverty line is expressed in terms of per capita consumption expenditure needed to attain a minimum amount of calorie intake out of food consumption along with a minimum amount of non-food expenditure in order to meet the requirements of clothing, shelter, transport etc. The per capita consumption norm has been fixed at Rs. 49.09 per month in rural areas and Rs. 56.64 per month in urban areas at 1973-74 prices at national level corresponding to a basket of goods and services anchored

on a norm of per capita daily calorie requirement of 2400 kcal in rural areas and 2100 kcal in urban areas. The state-specific poverty lines are derived from the national level poverty lines, using state-specific price indices and inter-state price differentials. The national poverty line at 2004-05 prices is Rs. 356.30 per person per month in rural areas and Rs. 538.60 per person per month in the urban areas. The State-wise poverty lines in 2004-05 are given in Statement-I. Statement-II gives the major State-wise monthly per capita expenditure of people living below the poverty line estimated from the National Sample Survey data of household consumer expenditure of 2004-05.

(b) Based on the percentage of rural and urban population below specified levels of monthly per capita consumption expenditure (MPCE) given in the Report No. 523(62/1.0/1), "Household Consumer Expenditure in India, 2005-2006", of NSS 62nd Round (July 2005 - June 2006) brought out by the National Sample Survey Organization (NSSO), Ministry of Statistics and Programme Implementation, Government of India, the per capita consumption expenditure of 18.7% of the rural population and 4.7% of the urban population in the country is less than Rs. 12 per day (Rs. 365 per month). It implies that 16.3 crore people in the country spend less than Rs. 12 per month representing 14.7% of the total population.

(c) The Ministry of Rural Development has been implementing the poverty alleviation programmes to provide wage and self employment programmes with the objective of generating incremental income of the rural households. With effect from 1st April, 2008, all the districts of the country will be covered under National Rural Employment Guarantee Scheme which is primarily a wage employment scheme. Under this programme, each rural household is guaranteed 100 days of wage employment in a financial year whose adult members are willing to take up unskilled manual work. The Swarnajayanti Gram Swarozgar Yojana (SGSY) is a self-employment programme under which the rural poor are provided assistance in the form of subsidy and credit to take up economic activities which could generate income on a sustainable basis. The Government have also extended the Indira Gandhi Old Age Pension Scheme to all the BPL persons who are of the age of 65 and above and are given a pension of Rs. 200 per month. The State Governments are also required to supplement this amount.

**Statement I***State-Specific Poverty Lines in 2004-05*

(Rs. per capita per month)

S.No.	States/U.T.s	Rural	Urban
1.	Andhra Pradesh	292.95	542.89
2.	Assam	387.64	378.84
3.	Bihar	354.36	435.00
4.	Chhattisgarh	322.41	560.00
5.	Delhi	410.38	612.91
6.	Goa	362.25	665.90
7.	Gujarat	353.93	541.16
8.	Haryana	414.76	504.49
9.	Himachal Pradesh	394.28	504.49
10.	Jammu and Kashmir	391.26	553.77
11.	Jharkhand	366.56	451.24
12.	Karnataka	324.17	599.66
13.	Kerala	430.12	559.39
14.	Madhya Pradesh	327.78	570.15
15.	Maharashtra	362.25	665.90
16.	Orissa	325.79	528.49
17.	Punjab	410.38	466.16
18.	Rajasthan	374.57	559.63
19.	Tamil Nadu	351.86	547.42
20.	Uttar Pradesh	365.84	483.26
21.	Uttarakhand	478.02	637.67
22.	West Bengal	382.82	449.32
All-India*		356.30	538.60

\*The poverty line (implicit) at all-India level is worked out from the expenditure class-wise distribution of persons (based on URP-consumption, that is, consumption data collected from 30-day recall period for all items) and the poverty ratio at all-India level. The poverty ratio at all-India is obtained as the weighted average of the State-wise poverty ratio.

**Statement II***Average Monthly Per Capita Consumption Expenditure of the population below poverty line (BPL) during the year 2004-05*

Sl.No.	States	Rural	Urban
1.	Andhra Pradesh	245.85	436.41
2.	Assam	327.29	330.37
3.	Bihar	287.58	345.63
4.	Chhattisgarh	249.62	395.11
5.	Delhi	392.41	512.31
6.	Goa	339.08	523.36
7.	Gujarat	293.93	450.30
8.	Haryana	344.52	401.37
9.	Himachal Pradesh	338.27	353.26
10.	Jammu and Kashmir	341.54	437.99
11.	Jharkhand	288.78	380.83
12.	Karnataka	280.99	441.15
13.	Kerala	345.21	491.79
14.	Madhya Pradesh	257.63	407.71
15.	Maharashtra	285.52	339.40
16.	Orissa	242.04	371.47
17.	Punjab	356.07	428.43
18.	Rajasthan	317.11	440.59
19.	Tamil Nadu	295.93	437.19
20.	Uttar Pradesh	296.57	368.91
21.	Uttarakhand	388.73	493.32
22.	West Bengal	314.01	382.10
All India		286.13	416.14

**Shortage of Dwelling Units**

1183. SHRI DUSHYANT SINGH: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) shortage of dwelling units in urban areas in the country;

(b) the estimated increase in Eleventh Plan period; and

(c) the steps proposed to be taken to deal with the situation during Eleventh Plan?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) According to the estimations of the Technical Group constituted by the Ministry for assessment of the urban housing shortage at the end of the 10th Five Year Plan, the total housing shortage in the country is 24.71 million. During the 11th Five Year Plan period, the total urban housing requirement including the backlog and additional requirement is estimated as 26.53 million dwelling units.

(c) In order to address the issue of housing shortage, the first urban area specific housing policy titled the National Urban Housing & Habitat Policy (NUHHP), 2007 has been formulated, which was laid on the Table of both Houses of the Parliament on 7.12.2007. The Policy seeks to set in motion a process for providing "Affordable Housing for All", particularly for Economically Weaker Sections (EWS) and the Low Income Group (LIG) through various types of public-private partnerships.

Apart from NUHHP, 2007 the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by the Government in the year 2005 caters to provision of housing and basic services to urban poor in 63 specified cities under the submission on Basic Services to the Urban Poor (BSUP), and in other cities and towns under the Integrated Housing and Slum Development Programme (IHSDP). Further, a provision of Rs. 30 crores has been made in the current financial year 2007-08 to provide interest rate subsidy on housing loans to Economically Weaker Section (EWS) and the Low Income Group (LIG) under a new scheme.

#### **Backlog of SC/ST Vacancies in CPWD**

1184. SHRI PARSURAM MAJHI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether there is huge backlog of SC/ST posts in Central Public Works Department;

(b) if so, the details thereof, post-wise and scale-wise, as on date;

(c) whether any action has been taken to fill up these posts;

(d) if so, the details thereof;

(e) If not, the reasons therefor; and

(f) the time by which these posts are likely to be filled up?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (f) Information is being collected and will be laid on the Table of the Sabha.

#### **Additional Assistance for Computerization**

1185. SHRI RUPCHAND MURMU: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether some State Governments have requested the Union Government for additional financial assistance for using modern technologies including computerization for translation of Central Acts into Santhli;

(b) if so, the details thereof; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) No request has been received from any State Government for additional financial assistance for using modern technologies including computerization for translation of Central Acts into Santhli.

(b) and (c) Do not arise

#### **Health Insurance under Indian System of Medicines**

1186. SHRI NAND KUMAR SAI:  
SHRI BRAJA KISHORE TRIPATHY:

Will the Minister of FINANCE be pleased to state:

(a) whether Public Sector Insurance Companies have not allowed their mediclaim/health insurance customers to opt for their treatment in the Indian System of Medicines as reported in the 'Hindustan' dated 2 January, 2008;

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

(c) whether the Insurance Regulatory Development Authority (IRDA) has issued directions to the Public Sector Insurance Companies to consider insurance claims for treatment under the Indian System of Medicines; and

(d) if so, the details thereof and the reaction of the Public Sector Insurance Companies thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) Insurance Regulatory and Development Authority (IRDA) has reported that Public Sector Insurance Companies offer policies covering non-allopathic treatment subject to certain conditions and limits.

IRDA has reported that insurers have the facility to file products covering treatment under any system of medicine. IRDA has therefore not issued any direction to public sector insurance companies to consider insurance claims for treatment under Indian System of Medicines.

#### **Customs Duty on Hearing Aids**

1187. SHRIMATI MANORAMA MADHAVRAJ:  
SHRI M. SHIVANNA:

Will the Minister of FINANCE be pleased to state:

(a) whether semi precious stones attract five per cent customs duty, while hearing aids attract fifteen per cent;

(b) if so, the reasons therefor;

(c) whether the Government proposes to reduce the customs duty on equipment of the disabled within five per cent range; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) At present, semi-precious stones attract 5% basic customs duty whereas hearing aids are completely exempt from basic customs duty and countervailing duty.

(c) and (d) At present, 22 types of assistive devices, rehabilitation aids and other goods for disabled, including hearing aids are completely exempt from basic customs duty and countervailing duty.

#### **Outsourcing of Banking Activities**

1188. SHRI K.J.S.P. REDDY:  
DR. K.S. MANOJ:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes a ban on outsourcing of the banking services in public sector banks;

(b) if so, the details thereof;

(c) whether the Government proposes to fill up the existing vacancies in public sector banks; and

(d) if so, the time by which all the posts will be filled in these banks?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) In view of the growing use of outsourcing by the banks, Reserve Bank of India (RBI) has issued Guidelines on Managing Risks and Code of Conduct in Outsourcing of Financial Services by banks on 3rd November, 2006, to enable the banks to effectively manage the risks arising out of outsourcing. As per these guidelines, the banks are required to put in place a Board approved comprehensive policy detailing all relevant aspects such as the services to be outsourced, criteria for selection of such activities as well as service providers, parameters for defining material outsourcing, delegation of authority depending on risks and materiality and systems to monitor and review the operations of these activities. However, the guidelines specify that banks should not outsource core management functions including internal audit, compliance function and decision-making functions like determining compliance with Know Your Customer (KYC) norms for opening deposit accounts, according sanction for loans, management of investment portfolio etc. Further, it is entirely for the banks to take a view on the desirability of outsourcing as a permissible activity related to financial services having regard to all relevant factors, including the commercial aspects of the decision.

(c) and (d) Government has granted autonomy to the public sector banks in respect of all human resource issues relating to them including staffing pattern, recruitment, placement, transfer, training, promotion, etc. Accordingly, the banks evaluate their manpower requirement and undertake the recruitment process in accordance with their Board approved policies.

#### **Tipaimukh Dam Project**

1189. DR. THOKCHOM MEINYA: Will the Minister of POWER be pleased to state:

(a) the present status of the Tipaimukh Dam Project;

(b) whether there is any major protest from the local people against the project;

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

(d) the time by which the construction on the dam is likely to commence?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) The Tipaimukh Hydroelectric (Multipurpose) Project (1500 MW), being executed by the North Eastern Electric Corporation Ltd. (NEEPCO), is located near the Manipur-Mizoram border in the Churachandpur district of Manipur. The project has been conceived as a multipurpose storage project with main objectives of hydropower development and flood moderation.

The Public Investment Board (PIB) under the Ministry of Finance had considered the proposal on 25.10.2005 and on 31.01.2006. The Public Investment Board (PIB) recommended the investment subject to, *inter-alia*, costs relating to flood moderation, diversion of National Highways and external security being borne by the concerned administrative departments and subject to clearances from the Ministry of Environment and Forests.

The project has so far not received environment and forest clearance.

(b) and (c) It has been informed that Shri Mani Charename, Hon'ble Member of Parliament and the NGO 'Citizen Concern for Dams and Development' has sent representations to the Ministry of Environment and Forests protesting against the 1st public hearing at the district headquarters in Tamenglong on 17.11.2006 and Churachandpur on 22.11.2006. A Public Interest Litigation was filed by Smt. H. Sumati Devi, and another one was filed by Shri Singonpou Pamei, Coordinator, Centre of Organization Research Education, Imphal and Shri Aram Pamei, Social Worker/Christian Mission Workers challenging the manner of conducting Public Hearings in the Imphal Bench of the Hon'ble High Court at Guwahati. The matter is sub-judice.

(d) The project is likely to be completed in 7 years and 3 months after the investment approval by the Government.

### **JNNURM Projects**

1190. SHRI MANORANJAN BHAKTA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has initiated any action plan to implement effectively the JNNURM projects in all States including Andaman and Nicobar Islands;

(b) if so, the details thereof;

(c) whether the Government proposes to set up any expert group to examine the lapses in implementation of these projects;

(d) if so, the details thereof; and

(e) if not, the steps the Government proposes to take to implement the scheme/mission effectively?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (e) Yes, Sir. The Government has initiated measures to effectively implement JNNURM projects, the details of which are given in the enclosed statement. Although no city in Andaman and Nicobar Islands is covered as a mission city under the JNNURM, all towns including Port Blair are entitled to assistance under Urban Infrastructure Development Scheme for Small and Medium Towns from the Union Government.

### **Statement**

In order to augment the capacity of Urban Local Bodies (ULBs) for effective implementation of urban reforms and infrastructure projects under JNNURM, a number of initiatives have been taken up since the launch of the Mission. These include the following:

1. Expanding and energizing the supply side with schematic arrangement of six empanelled Region Hub Institutions (RHIs), and a range of Network institutions aligned to the Hub Institutions, to meet the demands for training on the ground.
2. A Rapid Training Programme (RTF), prioritizing slow performing cities that have lagged behind in accessing JNNURM funds, on three prioritized modules, Governance and Reforms, Supervision/Preparation of Detailed Project Reports (DPRs) and Project Management and Implementation has been launched.

3. The Peer Experience and Reflective Learning (PEARL) programme has been launched to foster cross learning among cities and institutions, clustered into five groups based on similar socio-economic profiles. For each Group a Knowledge Manager (selected institution) coordinates and provides technical support to organize activities of common interest and value, with MoUD support.

4. UNDP-GOI initiative for Capacity Building for Decentralised Urban Governance.

The UNDP-GOI initiative has been launched in November 2006. This is a time-bound programme spread over 4 States and 16 ULBs to handhold the ULBs on the areas of Accounting Reforms, Property Tax Reforms and City Development Plan. This programme has been aligned to JNNURM in select locations which will have demonstrative effect on other cities.

5. Independent Review and Monitoring Agency (IRMA)

A mechanism, at the state level, for third party monitoring and review of the projects sanctioned under the JNNURM has been put in place to ensure that the Mission objectives are met. It is intended that the review and monitoring process in the 63 Mission cities will keep track of the physical and financial progress of projects throughout the implementation of the project - Pre-Construction, Construction, Commissioning and Trial run and Post-Construction stages.

6. Programme Management Unit (PMU)

To strengthen the capacity of States to effectively co-ordinate implementation of projects and reforms under JNNURM, MoUD is supporting a Programme Management Unit (PMU) at the State levels. A typical PMU is proposed to comprise a team of professionals recruited from the open market on contractual basis.

7. Project Implementation Unit (PIU)

Support is being extended to establish Project Implementation Units (PIUs) at ULBs to enhance their capability to effectively implement projects and reforms under JNNURM.

### **Diversion of Funds to Associate Companies**

1191. SHRI ABDUL RASHID SHAHEEN: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether many companies are diverting their funds to their associate companies, by way of investment in subsidiaries companies and violating Companies Act, 1956/IPC;

(b) if so, the names of companies who have diverted funds to their associate companies during the last three years, State-wise;

(c) the action taken against them during the last three years; and

(d) the number of cases pending in the courts regarding this matter?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) and (b) The names of companies that have been found to have diverted their funds to their associate companies in violation of the provisions of the Companies Act, 1956/IPC during the last three years is given in the enclosed statement.

(c) and (d) Legal action under the provisions of the Companies Act, 1956 has been initiated against fourteen companies found to have diverted funds in violation of the Act. Currently, twelve cases are pending against eleven companies before the appropriate courts of Law. In case of two other companies, orders compounding the offence in question have been issued by the Company Law Board. In case of one company, show cause notice has been issued.

#### **Statement**

S.N.	Name of the Company	State
1	2	3
1.	P.C.I Chemicals & Pharmaceuticals Ltd.	Maharashtra
2.	Panther Fincap & Management Services Pvt. Ltd.	-do-
3.	Panther Investrade Ltd.	-do-
4.	Palombe Securities & Finance Ltd.	-do-
5.	Debhans Investment Ltd.	Gujarat
6.	Panchmahal Industries Ltd.	-do-

1	2	3
7.	Anand Credit Ltd.	Gujarat
8.	Asiatic Infrastructure & Shelters Ltd.	-do-
9.	Nexus Software Ltd.	-do-
10.	Crazy Infotech Ltd.	Madhya Pradesh
11.	Alfvision Overseas (India) Ltd.	-do-
12.	Kedia Overseas Ltd.	Andhra Pradesh
13.	Pfimax Pharmaceuticals Ltd.	-do-
14.	Raghava Enterprises Private Ltd.	-do-

### Dismal Performance of NREGS

1192. SHRI SARVEY SATYANARAYANA:  
SHRI ASADUDDIN OWAISI:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the target fixed, job demanded and provided under National Rural Employment Guarantee Scheme (NREGS), State-wise;

(b) whether prosperous States have performed behind national average in providing jobs under NREGS as reported in the *Times of India* dated January 27, 2008;

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

(d) whether the Government has announced any incentives to the States performing well in the implementation of the Scheme; and

(e) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (c) NREGS is demand driven. A job card holding household under NREGA has a legal right to get 100 days of employment in a financial year for doing unskilled manual work on demand. This right can be exercised by a household any time during a financial year. Employment demand under NREGA is likely to be low in districts that are comparatively more developed, with greater opportunities of employment in other avenues both in agriculture and rural non-farm activities. State-wise data regarding number of households who have demanded and have been provided employment under NREGA during the year 2006-07 and 2007-08 (up to January, 2008) is given in the enclosed statement.

(d) No, Sir. Since NREGS is demand driven, no incentives have been announced by the Government for States performing well in the implementation of the Scheme.

(e) Does not arise.

### Statement

S.No.	States	2006-2007		2007-2008 (Up to January, 2008)	
		No. of households who have demanded employment	No. of households provided employment	No. of households who have demanded employment	No. of households provided employment
1	2	3	4	5	6
1.	Andhra Pradesh	2161494	2161395	3817979	3817979
2.	Arunachal Pradesh	16926	16926	30832	1652
3.	Assam	798179	792270	958266	925184
4.	Bihar	1708610	1688899	2618465	2617048
5.	Gujarat	226269	226269	213718	213718
6.	Haryana	50765	50765	52986	52986

1	2	3	4	5	6
7.	Himachal Pradesh	67187	63514	220690	209778
8.	Jammu and Kashmir	121328	121328	97495	96972
9.	Karnataka	548532	545185	372420	372174
10.	Kerala	104927	99107	139434	133951
11.	Madhya Pradesh	2866349	2866349	3863836	3863673
12.	Maharashtra	353024	353024	248178	248178
13.	Manipur	18568	18568	86458	64458
14.	Meghalaya	99177	96627	76331	76331
15.	Mizoram	52478	50998	84957	84954
16.	Nagaland	27884	27884	63920	63920
17.	Orissa	1407251	1394169	863678	818507
18.	Punjab	31788	31648	36493	36493
19.	Rajasthan	1175172	1175172	2028174	2027401
20.	Sikkim	4179	4107	11861	11695
21.	Tamil Nadu	683708	683481	906136	906136
22.	Tripura	74800	74335	421041	417816
23.	Uttar Pradesh	2676261	2573245	3804545	3790872
24.	West Bengal	3235360	3083757	3961412	3873284
25.	Chhattisgarh	1282794	1256737	1835562	1834149
26.	Jharkhand	1394108	1394108	1324283	1318589
27.	Uttaranchal	134363	134312	148978	148928
Total		21188894	21016099	28288128	28026826

**Metropolitan Cities**

1193. PROF. M. RAMADASS:

PROF. MAHADEORAO SHIWANKAR:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the encroachment due to migration of rural work force to the urban areas has increased in the national capital region; and

(b) if so, the steps being taken to provide separate settlement colonies for these people and to clear the slums?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) As per the Regional Plan 2021 of the National Capital Region (NCR), because of acute shortage of affordable shelter, many of the migrants tend to encroach city space and squat on land, be they reserved public utilities and services, commercial and office complexes, playgrounds, parks etc. The Sub-regions



of NCT-Delhi, Haryana, Rajasthan and Uttar Pradesh accommodated 37.33%, 23.42%, 8.07% and 31.19% of NCR's population respectively.

The Regional Plan 2021 for the NCR further states that in order to clear the slums and address the issue of their settlement, the concept of 'holding areas' should be incorporated in the Master/Development Plans of the cities/towns in the NCR to be prepared by the State Governments. Such areas would be dedicated to the temporary settlement of migratory influx for a specified period of time, enabling them to economically and physically integrate with the formally developed areas. The steps taken/proposed to be taken to clear the slums include relocation, in-situ upgradation, creation of housing stock for economically weaker sections and urban poor, earmarking of adequate land for EWS housing, ensuring that developers provide dwelling units for community service personnel/EWS/lower income category persons in housing projects etc.

#### **De-sealing of Unauthorised Properties**

1194. SHRI REWATI RAMAN SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has decided to de-seal the unauthorised properties sealed under court orders; and

(b) if so, the reasons therefor?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) National Capital Territory of Delhi Laws (Special Provisions) Act, 2007 provides for maintaining status quo in respect of certain categories of unauthorized development upto 31.12.2008.

The Act also empowers the Central Government to issue directions to the local authorities for giving effect to the provisions of this Act. Accordingly, the Central Government issued directions to the local authorities by issue of Notification dated 30th January, 2008 to give effect to the provisions of the said Act including de-sealing to maintain status quo.

#### **Increase in Strength of Judges**

1195. SHRI UDAY SINGH: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether CJI has recently urged the Government to increase the strength of Judges in the country to cope with the needs and demands;

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

(c) whether several High Courts in the country are not equipped with proper infrastructure facilities resulting in backlog of cases; and

(d) if so, the steps taken by the Government to increase the strength of Judges in various courts and also to ensure availability of proper infrastructure facilities?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (d) The Chief Justice of India, while speaking at the official functions organized by different bodies, has urged the Government to increase the strength of Judges in the country to cope with the needs of the judiciary.

The Judge strength of the High Courts was reviewed during 2006 and 2007 and with the consent of Chief Justice of India, a total of 152 additional posts of Judges in various High Courts have been approved.

Under Article 235 of the Constitution of India, the administrative control over the Members of the subordinate judiciary in the States vests with the concerned High Court and the State Government. As such, creation of posts in subordinate judiciary is the concern of the State Government.

Providing infrastructural facilities to the High Courts is the responsibility of the concerned State Governments. However, to augment the resources of the State Governments, the Central Government is implementing a scheme for the development of infrastructure facilities for the judiciary which includes construction of court buildings and residential accommodation for judicial officers/judges. A scheme for comprehensive computerization of the District and Subordinate Courts based on the National Policy and Action Plan prepared by the E-Committee is also currently under implementation.

#### **Taxing farm Sector**

1196. SHRI AJOY CHAKRABORTY: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to bring the big agricultural firms under the tax net;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Under the existing provisions of the Income Tax Act, 1961, agricultural income of any person is exempt from income tax under section 10(1). Currently, there is no proposal to do away with this exemption for any category of persons.

(b) Not applicable.

(c) Taxation of agricultural income is outside the purview of the Union Government as 'Taxes on agricultural income' is in the 'State List' contained in Schedule VII of

the Constitution of India. Agricultural income is included in the computation of income of a person for rate purposes only.

#### Private Sector Banks in Bihar

1197. SHRI RAM KRIPAL YADAV: Will the Minister of FINANCE be pleased to state the details of branches of Private Sector Banks opened in Bihar as on date, particularly in rural areas, bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): As on 31st December, 2007, ten private sector banks have 31 branches in Bihar, out of which no branch is in rural area. Bank-wise details of the branches of private sector banks in Bihar is as under:-

Sl. No.	Name of the Bank	Semi-urban	Urban	Metropolitan	Total
1.	Axis Bank Ltd.	-	3	2	5
2.	Bank of Rajasthan Ltd.	-	-	1	1
3.	Federal Bank Ltd	-	-	1	1
4.	HDFC Bank Ltd.	1	5	4	10
5.	ICICI Bank Ltd.	2	3	4	9
6.	Indusind Bank Ltd.	-	-	1	1
7.	ING Vysya Bank Ltd.	-	-	1	1
8.	Jammu & Kashmir Bank Ltd.	-	-	1	1
9.	Kotak Mahindra Bank Ltd.	-	-	1	1
10.	South Indian Bank Ltd.	-	-	1	1
Total		3	11	17	31

#### Thorat Committee Report on Rural Banks

1198. DR. M. JAGANNATH:

SHRI RASHEED MASOOD:

SHRI BALASHOWRY VALLABHANENI:

SHRI BASU DEB ACHARIA:

Will the Minister of FINANCE be pleased to state:

(a) the status of the implementation of recommendations of the Thorat Committee constituted to suggest reforms in Rural Banks;

(b) whether Committee has looked into the problem of rural indebtedness;

(c) if so, the action taken by the Government thereon;

(d) whether the Committee has asked to constitute a group on Regional Rural Bank Staff Service Rules; and

(e) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Thorat Committee was constituted to formulate a comprehensive human resource policy for the Regional Rural Banks. The terms of Reference of the Committee were as under:-

- (1) To lay down the parameters for the staff strength of the amalgamated and stand alone RRBs;
- (2) To determine staff strength in the various categories and also the ratio and proportion in between the sub-staff, clerical and in the officers grade;
- (3) To examine the feasibility of outsourcing of sub staff;
- (4) To suggest norms and procedures for new recruitments; and
- (5) Any other aspect relevant to this aspect.

(b) This was not included in the terms of reference of the Committee.

(c) Does not arise.

(d) Yes, Sir.

(e) The report of the Thorat Committee is under consideration.

#### **Nirmal Gram Villages**

1199. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether Nirmal Gram Villages are being given additional funds for development of infrastructure;

(b) if so, the quantum of assistance per village;

(c) whether many State Governments have sent their proposals seeking funds from the Union Government for the same; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) and (b) 'Nirmal Gram Puraskar' is an incentive for fully sanitized and open defecation free Gram Panchayats, Blocks and Districts. This incentive is a part of Total Sanitation Campaign. Panchayati Raj Institutions (PRIs) at the village, block and district level are given this award for improving and maintaining sanitation facilities in their respective areas with focus on system of solid and liquid waste disposal, drainage facilities and maintenance of sanitation standard in the PRI area. The incentive provided is calculated on the basis of population of the awardee PRI and varies from Rs. 0.50 lakhs for a Gram Panchayat having population less than 1,000 to Rs. 5.00 lakhs for a population of 10,000 and above. For a block Panchayat, the award amount is Rs. 10.00 lakhs for population less than 50,000 and Rs. 20.00 lakhs for population above 50,000. For a district Panchayat, the award amount is Rs. 30.00 lakhs for population less than 10,00,000 and Rs. 50.00 lakhs for population above 10,00,000.

(c) and (d) The Nirmal Gram Puraskar is an award scheme, hence no proposals seeking funds are required to be sent by the States. All PRIs attaining full sanitation are eligible for the Nirmal Gram Puraskar.

*[Translation]*

#### **Joint Venture by NTPC**

1200. SHRI BHUVANESHWAR PRASAD MEHTA:  
SHRI BASU DEB ACHARIA:  
SHRI JUAL ORAM:

Will the Minister of POWER be pleased to state:

(a) whether the NTPC is going for massive expansion by setting up joint venture with some companies in the power sector;

(b) if so, the details thereof along with the areas in which NTPC is going for expansion;

(c) the benefits likely to accrue to the NTPC through these joint ventures; and

(d) the percentage of partnership of NTPC in the said joint ventures?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (d) Yes, Sir. NTPC Ltd. has formed Joint Venture (JV) Companies or is in the process of formation of Joint Venture Companies for expansion/diversification. Details are at statement.

The benefits likely to accrue to NTPC by way of formation of JV Companies are as follows:

(a) Capacity addition.

(b) Shared investment.

(c) Commitment/Support from the JV partner for availability of land, water and other infrastructure requirement.

(d) Commitment for off take of Power.

(e) Diversification into power related areas including manufacturing of power equipment to strengthen backward linkages.

(f) Fuel security through coal mining in India and acquisition of coal blocks abroad.

#### **Statement**

Sl. No.	Power Project/ Company	NTPC's JV Partner(s)	Equity % NTPC: JV Partner	Purpose of JV
1	2	3	4	5
<b>I. Joint Venture Companies already formed</b>				
1.	Coal based Vallur Thermal Power Project at Ennore, Tamil Nadu (Phase-I- 2x500 MW). Company: NTPC Tamil Nadu Energy Company Ltd. *Tie-ups/clearances/approvals for Phase-II-1x500 MW are in process	Tamil Nadu Electricity Board	50:50	Capacity Addition
2.	Indira Gandhi Super Thermal Power Project, at Jharli, District Jhajjar, Haryana (3X500 MW). Company: Aravali Power Company Pvt. Ltd.	Haryana Power Generation Corporation Limited (HPGCL) (Govt. of Haryana) & Indraprastha Power Generation Corporation Limited (IPGCL) (Govt. of NCT of Delhi)	NTPC: 50% HPGCL: 25% IPGCL: 25%	Capacity Addition
3.	Dabhol (three Modules of 670 MW, 740 MW & 740 MW), Maharashtra Company: Ratnagiri Gas & Power Private Limited	Gas Authority of India Limited (GAIL), Indian Financial Institutions and Maharashtra State Electricity Board (MSEB) Holding Co. Ltd.	<ul style="list-style-type: none"> <li>• NTPC - 28.33%</li> <li>• GAIL - 28.33%</li> <li>• MSEB Holding — 15.00%</li> <li>• Industrial Development Bank of India (IDBI) Ltd.- 10.65%</li> </ul>	Capacity Addition

1	2	3	4	5
			<ul style="list-style-type: none"> <li>• State Bank of India (SBI)—8.67%</li> <li>• ICICI Bank-7.14%</li> <li>• Canara Bank-1.87%</li> </ul>	
4.	<p>NTPC - SAIL Power Company Private Limited - a JV of NTPC and SAIL owns and operates Captive Power Plants (CPP) at:</p> <p>(i) CPP-II of Durgapur Steel Plant (DSP): 120 MW (2x60MW)</p> <p>(ii) CPP-II of Rourkela Steel Plant (RSP): 120MW (2x60MW)</p> <p>(iii) CPP-II of Bhilai Steel Plant (BSP): 74MW(2x30 MW &amp; 1 x 14 MW)</p> <p>The JV Company is implementing Bhilai Expansion Power Project, Bhilai, Chhattisgarh (2X250 MW)</p>	Steel Authority of India Limited (SAIL)	50:50	Capacity Addition
5.	Muzaffarpur Thermal Power Station at Kanti, Bihar (2X110MW). Company; Vaishali Power Generating Company Ltd.	Bihar State Electricity Board (BSEB)	51-74: 49-26	Capacity Addition
6.	Nabinagar Power Project, Bihar (4X250 MW ) Company: Bhartiya Rail Bijlee Company Ltd.	Railways	74:26	Capacity Addition
7.	Utility Powertech Limited (UPL) Incorporated on 23.11.1995:	Reliance Energy Ltd. (REL)	50:50	To work broadly in the areas of operation & maintenance (O&M) Services, Power distribution, Construction / Turnkey Projects, Residual Life Assessment Studies (RLA), Non-Conventional Projects etc.
8.	NTPC ALSTOM Power Services Pvt. Limited (NASL) Incorporated on 27.09.1999.	Alstom Power Generation AG, (formally 'ABB KRAFTWERKE AG)	50:50	For taking up Renovation & Modernization assignments of Power Plants both in India and South Asian Association for Regional Cooperation (SAARC) Countries.

1	2	3	4	5
9.	Power Trading Corporation	NTPC, PFC, National Hydroelectric Power Corporation (NHPC), POWERGRID, Damodar Valley Corporation (DVC) Institutions (IFCI Ltd., Life Insurance Corporation & General Insurance Corporation) TATA Power, etc.	8% others 92%	For Power Trading
10.	NTPC SCCL Global ventures Private Limited Incorporated on 30.07.2007	Singareni Collieries Company Limited (SCCL)	50:50	For acquisition and/or development and O&M of coal/lignite mining blocks/ Integrated coal based power plants
11.	Acquisition of equity stake in Transformers and Electricals Kerala Ltd. (TELK)	TELK	NTPC Share 44.6%	For Manufacture of Electrical Transformers
<b>II. Joint Venture Companies under formation</b>				
12.	Mejia Power Project (2X660 MW), District Allahabad, Uttar Pradesh. JV Agreement signed and Company formation in process	Uttar Pradesh Rastriya Vidyut Utpadan Nigam Limited (UPRVUNL)	50:50	Capacity Addition
13.	Coal Based Thermal Power Project at New Nabinagar, District Aurangabad, Bihar (3X660 MW). JV Agreement signed and Company formation in process	Bihar SEB	50:50	Capacity Addition
14.	JV with BHEL: JVA and Supplementary agreement signed on 17.12.07 & 11.01.2008.	BHEL	50:50	For carrying out Engineering, Procurement & Construction (EPC) and Manufacturing of equipments in the field of power sector and infrastructure projects.
<b>III. MOU signed and JV Agreement Yet to be signed</b>				
15.	MOU with Bharat Earth Movers Limited (BEML) signed on 14.02.2007.	BEML	—	To explore the possibility of joint business development mainly in the field of contract coal mining.

1	2	3	4	5
16.	MOU with Coal India Ltd. (CIL) Signed on 15.03.2007	Coal India Ltd. (CIL)	50:50	For jointly undertaking the Development, operation and Maintenance of Coal Blocks and Integrated Power Projects.
17.	MOU with Asian Development Bank (ADB) Signed on 23.7.2007	ADB	NTPC Equity not less than 40% & not more than 50%	For Establishment of Power Generation of about 500 MW through Renewable Energy Sources.
18.	MOU with Rashtriya Ispat Nigam Limited (RINL) Signed on 27.7.2007	RINL	50:50	For establishing and operating a Blast Furnace Gas Based Combined Cycle Power Plant of around 150 MW, in the premises of Visakhapatnam Steel Plant (VSP), Visakhapatnam
19.	SPV among CIL, SAIL, National Mineral Development Corporation (NMDC), RINL and NTPC Proposed Name of SPV: "Coal Ventures International" (CVI) Government approval for formation of Company accorded on 8.11.2007	CIL SAIL NMDC RINL NTPC	28.575 28.575 14.29 14.29 14.29	For sourcing Coking and Thermal coal from abroad.
20.	MOU with Bharat Forge Ltd. (BFL) Signed on 08.02.2008.	BFL	49:51	Manufacture of castings, forgings, fittings and High Pressure piping required for Power and other industries, Balance of Plant (BOP) equipment for the power sector etc. including technological tie ups, tie up strategic partners etc.

**Scheme by National Buildings Organisation**

1201. SHRI RASHEED MASOOD:  
SHRI L. RAJAGOPAL:

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

(a) whether the country needs 25 million houses to solve the housing crisis at the end of the 10th plan as per National Buildings Organisation;

(b) if so, whether any assessment has been made for requirement of houses for each State;

(c) the manner in which the Government is planning to address this problem, apart from Jawaharlal Nehru National Urban Renewal Mission (JNNURM);

(d) whether the Government has formulated any scheme named "USHA" under the National Buildings Organisation; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Yes, Sir.

(c) Apart from the Sub-mission on Basic Services to the Urban Poor (BSUP) and Integrated Housing and Slum Development Programme (IHSDP) under Jawaharlal Nehru National Urban Renewal Mission (JNNURM), an amount of Rs. 30 crores has been allocated in the budget for 2007-08 for an Interest Subsidy Scheme for provision of housing to the Economically Weaker Section (EWS)/Low Income Group (LIG) of the society. Further, the National Urban Housing and Habitat Policy seeks to bridge the gap between need and supply of housing and infrastructure and *inter-alia* provides for accelerating the pace of development of housing and related infrastructure; creating adequate and affordable housing stock both on rental and ownership basis, including by use and promotion of cost effective building materials/technology; encouraging State Governments/Development Authorities to periodically review their master plans and zonal plans; and facilitating accelerated supply of serviced land for housing with particular focus on EWS and LIG Groups.

(d) and (e) Yes, Sir. The Central Sector Scheme of "Urban Statistics for Human Resources (HR) and Assessments (USHA)" aims at the development and maintenance of a national database, MIS and knowledge repository relating to urban poverty, slums, housing, construction and other urbanization-related statistics. Its key objective is to support the Ministry of Housing and Urban Poverty Alleviation, other Ministries and State Governments with an information base and knowledge inputs for the purpose of planning, policy-making, project design, formulation, implementation, monitoring and evaluation, particularly in the context of programmes relating to urban poverty, slums and housing. The four pillars of USHA are database including MIS and sample surveys; action research; impact assessment and capacity building/training. The scheme has the following objectives:

- (i) Data centre and MIS on urban poverty, slums, housing, building construction and related urbanization Statistics.
- (ii) One time grants to State Governments/UT Administrations for computerization.
- (iii) Knowledge Centre/National Resource Centre for Urban Poverty, Slums and Housing Statistics.
- (iv) Sample Surveys in areas of urban poverty, slums, housing and building construction.
- (v) Socio-Economic research studies in areas of urban poverty, slums, housing and building construction.
- (vi) Capacity Building and Training in areas of urban poverty, slums, housing and building construction.

[*English*]

#### IT Arrears

1202. SHRI N.S.V. CHITTHAN: Will the Minister of FINANCE be pleased to state:

(a) whether a huge amount as arrears of income tax is not being paid by cinema stars, cricket players and other celebrities;

(b) if so, the details of amount lying as arrears of income tax for each of the last three years in respect of them; and

(c) the steps taken/proposed to be taken by the Government to realize the outstanding amount from the defaulters and rationalise income tax in a way so that people are willing to pay tax rather than evade tax?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) The Income Tax Department does not maintain separate details in respect of categories such as Cinema stars, cricket players and other celebrities. To furnish the details would require compilation of data at all the field formations spread throughout the country, and the time and efforts required would not be commensurate with the objective sought to be achieved.

(b) Does not arise in view of (a).

(c) Apart from the statutory steps being taken for recovery of outstanding tax dues as prescribed under the Income Tax Act (including attachment of bank account,



debtors, etc., attachment and sale of immovable property, etc.) the following special measures are also being taken to expedite recovery of direct tax arrears:

- (i) Monitoring of recovery of arrears in large cases by a Task Force.
- (ii) Identification of cases involving substantial amount of arrears pending before Commissioners (Appeals) and ITAT and requesting these authorities to dispose of such appeals early so that the demand can be collected during the current financial year itself.
- (iii) Requesting the President of ITAT not to allow stay of demand beyond 180 days as prescribed in section 254(2A) of the Income-tax Act.
- (iv) Requesting Settlement Commission to dispose of high demand cases expeditiously.

In tax policy emphasis is on voluntary compliance. This is achieved by stable and moderate tax rates, simplifying tax laws and emphasis on taxpayer service through extensive use of information Technology. Similarly, the cost of non-compliance is sought to be increased substantially by establishing the Tax Information Network (TIN) which will enhance the probability of identification of tax evaders as well as help in detection of income evaded. Hand-in-hand with these initiatives, it is proposed to calibrate the personal income-tax slabs so as to lower the burden on individual taxpayers, thereby leading to improved compliance.

#### **Setting up of Greenfield Power Projects**

1203. SHRI BALASHOWRY VALLABHANENI: Will the Minister of POWER be pleased to state:

(a) whether the Rural Electrification Corporation has proposed to set up Greenfield Power Projects in the country; and

(b) if so, the funding pattern thereof?

THE MINISTER OF POWER ( SHRI SUSHILKUMAR SHINDE): (a) No, Sir. Rural Electrification Corporation has not proposed to set up any Greenfield Power Projects in the country.

(b) In view of position at (a), question does not arise.

#### **New Company Law Bill**

1204. SHRI S. AJAYA KUMAR:  
SHRI RAMDAS ATHAWALE:  
SHRI CHANDRAKANT KHAIRE:  
SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) the details of Directors of Companies convicted for violation of provision of Companies Act, 1956 within the last three years;

(b) the progress made in comprehensive revision of the Companies Act, 1956;

(c) whether the Government has constituted/proposes to constitute a committee for suggesting measures to make stringent provisions against companies duping small investors; and

(d) if so, the details thereof?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) The information is being collected and will be laid on the Table of the House.

(b) With the objective to comprehensively revise the Companies Act, 1956, an Expert Committee headed by Dr. J.J. Irani was constituted on 02-12-2004. The Committee submitted its report to the Government on 31-05-2005. The Committee made a number of recommendations including on protection of interest of investors. Based on the recommendations of the Committee and other inputs received by the Government, a Draft Companies Bill is being finalized and is proposed to be introduced in the Parliament shortly.

(c) No sir.

(d) Does not arise.

#### **Irani Committee Report**

1205. SHRI PRABODH PANDA: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the J.J. Irani Committee had suggested the new structure in its report submitted in 2005;

(b) if so, the details thereof;

(c) whether the Government is contemplating to allow the formation of One Person Companies (OPCs); and

(d) if so, the details thereof?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) and (b) The Expert Committee under the Chairmanship of Dr. J.J. Irani, constituted on 02.12.2004 to advise the Government on revision to the Companies Act, 1956, submitted its report on May 31, 2005. The Committee, made several recommendations with regard to changes/amendments/revisions felt desirable in the Companies Act, 1956. The Committee, *inter alia*, observed that the Company Law should take into account the requirements of different kinds of companies and prescribe the essential requirements of their corporate governance structure and that Small and Private Companies should be provided greater flexibility and freedom of operation while enabling compliance at low cost. To encourage the entrepreneurial talent of the people in the emerging service and information technology driven environment, the Committee recommended that law should also recognize One-Person Company (OPC). Such companies should be provided with a simple compliance regime under the legal framework through exemptions as appropriate.

(c) and (d) Government has taken up a comprehensive review of the Companies Act, 1956. Taking into account the recommendations of the Irani Committee and other inputs received by the Government from time to time, a new Companies Bill is being finalized which is expected to be introduced in the Parliament shortly.

#### **Public Investment in Rural Areas**

1206. SHRI M. SREENIVASULU REDDY:  
SHRI SUBHASH MAHARIA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government is formulating any scheme to encourage public investment in rural areas to make them growth inclusive;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) For inclusive and equitable growth, the Eleventh Five Year

Plan emphasises public investment in rural areas. The Government has launched a time bound plan under Bharat Nirman in 2005 for rural infrastructure in partnership with State Governments and Panchayati Raj Institutions. The six components included under this programme are irrigation, drinking water, rural electrification, roads, housing and rural telephony. Further, in order to improve livelihood opportunities and enhance the infrastructure related to education, health and other basic public facilities in the rural areas, the second strand of development programmes are the following eight Flagship Programmes of the Government: National Rural Employment Guarantee Scheme (NREGS), National Rural Health Mission (NRHM), Integrated Child Development Services (ICDS), Sarva Shiksha Abhiyan (SSA), Mid-day Meal Scheme (MMS), Total Sanitation Campaign (TSC), Jawaharlal Nehru National Urban Renewal Mission (JNNURM) and Rajiv Gandhi Drinking Water Mission. In the Union Budget 2008-09, an allocation of Rs. 31,280 crore has been made for Bharat Nirman and Rs. 70,816 crore for the eight Flagship programmes.

#### **Take out Finance-cum-Project Loan**

1207. SHRI NIKHIL KUMAR: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has received reports that HUDCO has been indulged in irregularities in sanctioning loans worth crores of rupees under the 'Take out Finance-cum-project Loan';

(b) if so, the facts and details thereof;

(c) whether the HUDCO officials granted loans to several ineligible companies whose records are dubious and financial viability doubtful;

(d) if so, the factual position thereof; and

(e) the steps taken by the Government against the HUDCO officials?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (e) The Central Vigilance Commission on the directions of the Supreme Court in a Public Interest Litigation (Writ Petition (Civil) No. 573/2003), filed by Centre for Public Interest Litigation against Housing & Urban Development Corporation Ltd. (HUDCO)

& others had conducted an enquiry against alleged irregularities committed by the Housing & Urban Development Corporation, in the matter of sanctioning of loans and making investments. The Commission recommended appropriate action against the officers if found responsible for irregularities. The Supreme Court thereafter directed the Union of India to look into the report and take appropriate action. Accordingly, an Action Taken Report has been filed on behalf of the Union of India in the Supreme Court. The matter is subjudice.

#### **Street Children**

1208. DR. K. DHANARAJU: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government provides any grants to the NGOs working for the welfare of Street Children;

(b) if so, the details thereof;

(c) whether the Government has found any irregularity in the utilization of such funds by the NGOs; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) Yes, Sir. The Ministry of Women and Child Development is providing grants to the Non-Governmental Organisations (NGOs) under the Scheme 'An Integrated Programme for Street Children' for the welfare of street children.

The details of the grants released to the Non-Governmental Organisations (NGOs) under this scheme are available on the Ministry's website *i.e.* [www.wcd.nic.in](http://www.wcd.nic.in).

(c) No, Sir.

(d) Does not arise.

*[Translation]*

#### **Lal Pania Thermal Power Project**

1209. SHRI TEK LAL MAHTO: Will the Minister of POWER be pleased to state:

(a) whether the work related to second phase of Lal Pania Thermal Power Project in Jharkhand is lying pending for the last few years;

(b) if so, the details of amount allocated and spent thereon so far;

(c) the details of difficulties being faced in the implementation of this project and the initiatives taken by the Government in this regard; and

(d) the time by which the said project is likely to be completed?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Yes, Sir.

(b) to (d) The information is being collected and will be laid on the Table of the House.

*[English]*

#### **Issue of IPO**

1210. SHRIMATI NIVEDITA MANE: Will the Minister of FINANCE be pleased to state:

(a) whether the Government have recently made some changes in regard to Initial Public Offers by the companies; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) SEBI reviews the regulatory framework relating to Initial Public Offer (IPO) continuously to meet the emergent needs. The recent initiatives taken by SEBI in this regard include mandatory rating of IPOs, requirement of PAN in the IPO application form, provision for issue of shares at a discount to retail individual investors, refund in public issues through electronic clearing service, etc.

#### **Shortage of Gas along HBJ Pipelines**

1211. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of POWER be pleased to state:

(a) whether NTPC power plants along Hazira-Bijapur-Jagdishpur pipelines have been idle, on account of shortage of gas;

(b) if so, the details thereof;

(c) the extent of shortage of gas suffered by each plant during 2007-08; and

(d) the shortfall in power generation caused thereby and the States affected due to shortage of gas?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) NTPC's six gas based power stations along Hazira-Bijapur-Jagdishpur pipeline with total installed capacity of 3605 MW are being under-utilized due to shortage of gas.

The estimated gas requirement for the above 6 gas based stations is 17.35 Million Metric Standard Cubic Meter per Day (MMSCMD) at 90% Plant Load Factor (PLF) against which gas availability was 11.85 MMSCMD during April, 2007 to January 2008, leaving a shortfall of 5.50 MMSCMD. Since all NTPC Ltd. gas stations except

Gandhar have the capability of firing liquid fuels, generation was supplemented by declaring capability on liquid/Regasified Liquefied Natural Gas (RLNG) fuels. However, full dispatch could not be scheduled on liquid/RLNG fuel due to its high cost.

(c) The station-wise gas requirement vis-a-vis shortfall of gas for the year 2007-08 (April 2007 to January 2008) is attached as statement.

(d) Station-wise net shortfall in power generation and the States affected due to fuel shortages after accounting for generation on liquid/RLNG fuels during April, 2007 to January, 2008 is as under:

Station	Total Generation (MU)	Generation Loss due to gas shortage and low schedule on costlier fuel (Million Units)	States affected
Anta	2238	534	J&K, Punjab, Haryana, Himachal Pradesh, Delhi, Uttar Pradesh, Uttarakhand, Rajasthan, Chandigarh
Auraiya	3362	1022	
Dadri	4305	975	
Faridabad	2112	513	Haryana
Kawas	2870	1467	Maharashtra, Gujarat, Madhya Pradesh, Daman & Diu, Dadra & Nagar Haveli, Chhattisgarh
Gandhar	3227	1118	
<b>TOTAL</b>	<b>18114</b>	<b>5629</b>	

#### **Statement**

*Station-wise Gas requirement vis-a-vis shortfall during the period from April, 2007 to January, 2008*

Sl.No.	Plant	Gas Requirement at 90% PLF (MMSCMD)	Gas Availability (MMSCMD)			Gas Shortfall for 90% PLF (MMSCMD)
			APM Gas	Spot RLNG	Total Gas	
1.	Anta	1.99	1.29	0.14	1.43	0.56
2.	Auraiya	3.15	2.10	0.31	2.41	0.74
3.	Dadri	3.94	2.31	0.27	2.58	1.36
4.	Faridabad	2.04	1.25	0.13	1.38	0.66
5.	Kawas	3.11	0.38	1.46	1.84	1.27
6.	Gandhar	3.12	1.76	0.45	2.21	0.91
<b>NTPC TOTAL</b>		<b>17.35</b>	<b>9.09</b>	<b>2.76</b>	<b>11.85</b>	<b>5.50</b>

**Public Holding in Listed Companies**

1212. SHRI ANIRUDH PRASAD *ALIAS* SADHU YADAV:  
SHRIMATI NIVEDITA MANE:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government is planning to fix minimum public holding not below the 25% in listed companies;

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

(c) the time by which a final decision is likely to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) A Discussion Paper titled "Requirement of Public Holding for Listing" has been put up on the Ministry of Finance's website seeking public comments by 28th February, 2008. The Discussion Paper, *inter alia*, proposes minimum public holding of 25% for both initial and continuous listing.

**Eve-Teasing**

1213. SHRI RAMESH DUBE: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether in view of the growing incidents of eve-teasing, the National Commission for Women (NCW) has in a recent proposal to the Union Government, recommended making eve-teasing a non-bailable offence by amending the relevant section of the Indian Penal Code; and

(b) if so, the facts thereof and the reaction of the Union Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) Yes, Sir. In January 2006, NCW has forwarded to the Ministry of Women and Child Development certain recommendations for the amendment of the laws and provisions relating to rape. The recommendations included insertion of new provision regarding unlawful sexual contact and amendment to section 509 IPC (word, gesture or act intended to insult the modesty of a woman). NCW's recommendations were

considered in the Ministry of Women and Child Development and forwarded to the Ministry of Law and Justice and Ministry of Home Affairs for further appropriate action.

*[Translation]*

**State Bank of India**

1214. PROF. RASA SINGH RAWAT: Will the Minister of FINANCE be pleased to state:

(a) the organisational set up of State Bank of India (SBI) alongwith the number of branches across the country;

(b) the number of subsidiaries banks of State Bank of India functioning in the country;

(c) whether the Government has given any special power to the State Bank of India in comparison to other nationalised banks; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) State Bank of India (SBI) has a Corporate Office at Mumbai, 14 Local Head Offices (LHOs) at various places in the country, several Zonal Offices and Regional Offices and 9996 branches, as on 28th February, 2008.

(b) SBI has 8 subsidiary banks functioning in the country *viz.* State Bank of Bikaner and Jaipur, State Bank of Hyderabad, State Bank of Indore, State Bank of Mysore, State Bank of Patiala, State Bank of Saurashtra, State Bank of Travancore and the SBI Commercial & International Bank Ltd.

(c) and (d) SBI was established under the State Bank of India Act, 1955, and the affairs of the Bank are carried on in accordance with the provisions contained in the Act while the nationalized banks are governed in accordance with the provisions contained in the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970/80. All other relevant banking statutes such as the Reserve Bank of India Act, 1934, The Recovery of Debts due to Banks and Financial Institutions Act, 1993, The Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest (SARFAESI) Act, 2002, Credit Information Companies (Regulation) Act, 2005, etc.

are equally applicable on SBI, its subsidiary banks and the nationalized banks.

#### **Allotment of DDA Flats**

1215. DR. DHIRENDRA AGARWAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Delhi Development Authority has not allotted flats to all the people registered for the purpose as yet;

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

(c) the time since when people are registered with DDA in each scheme;

(d) the time by which these flats were scheduled to be allotted;

(e) whether the Government has taken any action against any officers for non-allotment of these flats; and

(f) if so, the details thereof?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (f) No, Sir. The Delhi Development Authority (DDA) has informed that it has allotted flats to all the registrants under all the Registration Schemes and as on date, no registrant is waiting for allotment.

#### **Uncovered Garbage Carrying Vehicles**

1216. SHRI RAMDAS ATHAWALE: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Hon'ble Supreme Court in its order of March, 1996 has directed the NDMC and MCD not to ply their uncovered garbage carrying vehicles in the capital;

(b) if so, the details thereof;

(c) whether any complaint regarding violation of direction has been received; and

(d) if so, the action taken thereon?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

*(English)*

#### **Salary and Pension**

1217. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of FINANCE be please to state:

(a) the details of expenditure projected/estimated to be incurred on payment of pension to retired employees vis-a-vis salaries and allowances to be paid to existing workers during 2007-08; and

(b) the details of payments made by the Union Government towards salary/pensions during 2006-07 and 2007-08 so far?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The expenditure projected/estimated to be incurred on payment of pensions to retired employees during 2007-08 is as follows:-

(i) Pension—Rs. 24193 crores (This includes estimates of pension & retirement benefits to pensioners of Civil, Defence and Telecom ministries only).

(ii) Salary payments made to employees of Central Civil Ministries - Rs. 17,471.07 crores (Expenditure upto Jan 08).

(b) Year Figures in crores of Rupees

#### **Pension**

2006-07 22,103.75

2007-08 18,768.10 (upto 01/2008)

(This includes payment of pension & retirement benefits to pensioners of Civil, Defence and Telecom ministries only)

#### **Salaries**

2006-07 17,789.91

2007-08 17,471.07 (upto 01/2008)

(Salary payments made to employees of Central Civil Ministries only).

#### **Evaluation of Legislation for Women and Children**

1218. SHRI K. FRANCIS GEORGE:  
SHRI ADHIR CHOWDHURY:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government has received representation from States for budgetary support for the proper implementation of social legislations passed by Union Government;

(b) if so, whether the Government proposes to provide financial support to the States for the proper implementation of these Acts;

(c) whether Government has done any evaluation of the impact of legislations like Protections of Women from Domestic Violence Act, Juvenile Justice Act, Dowry Prohibition Act, Immoral Traffic Act etc.; and

(d) if so, the details thereof, State-wise and action proposed to be taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

#### **Development of New Towns**

1219. SHRI JUAL ORAM: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Government has any proposal to develop 60 new towns like Gurgaon and Noida; and

(b) if so, the States where these towns are proposed to be developed, State-wise?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) No, Sir. Such policy decisions are taken by State Governments as urban matters are State subjects.

#### **Concessional Credit to Farmers**

1220. SHRI L. RAJAGOPAL: Will the Minister of FINANCE be pleased to state:

(a) whether the State Government of Andhra Pradesh has sought any assistance from the Union Government for giving concessional loans to farmers; and

(b) if so, the action taken/proposed to be taken by Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Government of Andhra Pradesh had requested the Central Government for extending a one time grant of Rs. 15,000/- for all small and marginal farmers in the country, to be disbursed at the rate of Rs. 5,000/- per annum beginning with financial year 2008-09.

In the Union Budget 2008-09, the Government has announced a debt waiver and debt relief scheme for farmers, which covers all agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs) and Cooperative Banks upto 31st March, 2007 and overdue as on 31st December, 2007. The scheme stipulates complete waiver of all loans that were overdue on 31.12.2007 and which remained unpaid until 29.02.2008 for small and marginal farmers, while there is a One Time Settlement (OTS) scheme for other farmers during the same period. The OTS covers a rebate of 25% against payment of the balance amount of 75%.

#### **Ethical Audit Standards in Corporate Sector**

1221. SHRI M.P. VEERENDRA KUMAR: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government is considering to introduce ethical audit standards for corporate sector in the country; and

(b) if so, the details thereof?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) No, Sir.

(b) Does not arise.

*[Translation]*

#### **Domestic Violence Act**

1222. SHRIMATI RUPATAI D. PATIL: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Supreme Court has given any directive regarding protection of women against domestic violence;

(b) whether the Government proposes to amend the said Act as per the directives of the Supreme Court and to check its misuse;

(c) whether the Government has constituted any Committee to make the said amendments more effective;

(d) if so, whether the said Committee has submitted any report to the Government; and

(e) if so, the details of the salient features of the report submitted by the said Committee?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) No, Sir

(b) to (e) Do not arise.

#### **Prediction of Future Economy**

1223. SHRI CHANDRA MANI TRIPATHI:  
SHRI KIREN RIJJU:  
DR. LAXMINARAYAN PANDEY:

Will the Minister of FINANCE be pleased to state:

(a) whether an American Consultancy Firm has expressed an apprehension that increasing growth rate of the country may register decline in coming years;

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

(c) the details of measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Yes sir.

(b) The news paper 'Amar Ujala', dated December 19, 2007, has quoted a report from the website of Forbes magazine expressing an apprehension that the growth rate of the Indian economy in the year 2007-08 may register a decline. The report highlights that steps undertaken by Reserve Bank to restrict growth in availability of credit with a view to control inflation has had a bearing on the GDP growth rate. It also mentions a possibility of an improvement in agricultural growth and has indicated that the period of "jobless growth" may be coming to an end. The growth in India's Gross Domestic Product (GDP) in the last three years has been 7.5, 9.4

and 9.6 per cent per annum. For the fiscal year 2007-08, as per the Advance Estimates of the Central Statistical Organisation, the GDP is expected to grow at 8.7 per cent.

(c) In its budget proposals for 2008-09, the Government has announced a number of fiscal measures, including adjustments in personal income tax slabs, reduction in excise rates on a range of consumer goods, waiver of farm loans all of which are likely to spur consumption in the economy. The extension of the National Rural Employment Guarantee Scheme to all districts of the country will also contribute to increase in consumption demand and, hence, growth of the economy. Steps are being taken to improve credit availability to the priority sectors of the economy. At the same time, the Government has increased its allocation for infrastructure programmes like National Highway Development Project, Accelerated Irrigation Benefit Programme, Jawaharlal Nehru National Urban Renewal Mission, as well as on education, health, and training and skill upgradation that will help in addressing some of the supply side constraints on sustaining the high growth rate and in improving the level of productivity of the economy. During the Eleventh Five Year Plan period, it is envisaged that investment in physical infrastructure will increase from around 5 per cent of GDP in 2006-07 to 9 per cent of GDP by end of the plan period.

#### **Enhancement of Funds for Construction of Houses under IAY**

1224. SHRI D.B. PATIL:  
CHAUDHARY BIJENDRA SINGH:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has taken any decision to enhance grant for construction of dwelling units under Indira Awas Yojana (IAY);

(b) if so, the details thereof;

(c) whether the proposal from Gram Panchayat is essential for allotment of houses under IAY; and

(d) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) The Finance



Minister during the Budget Speech on 29.2.2008, announced in the Parliament that he proposed to enhance the subsidy per unit in respect of new IAY houses sanctioned after April 1, 2008, from Rs. 25,000/- to Rs. 35,000/- in plain areas and from Rs. 27,500/- to Rs. 38,500/- in hilly/difficult areas. He also announced that the subsidy for upgradation of houses will be increased from Rs. 12,500 to Rs. 15,000/-.

(c) and (d) Indira Awaas Yojana (IAY) is an allocation based scheme. On the basis of State-wise and District-wise allocations made by the Central Government, District Rural Development Agencies (DRDAs)/Zilla Parishads (ZPs) decide Panchayat-wise number of houses to be constructed under the scheme and intimate the same to the concerned Gram Panchayat. Thereafter, the Gram Sabha selects the beneficiaries, restricting its number to the target allotted, from the BPL lists/Permanent IAY Waitlists.

#### **Less Tax Rate with Wider Coverage**

1225. SHRI SHYAMA CHARAN GUPTA: Will the Minister of FINANCE be pleased to state:

(a) the details of income tax payees under salaried and non-salaried category;

(b) whether the Government plans to bring more people under tax net by curtailing income tax rate and expanding the tax net;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) As per the latest information available for the Financial Year 2005-06, there are 1,17,48,511 salaried taxpayers and 1,24,30,187 non-salaried taxpayers.

(b) to (d) The Finance Bill, 2008 has proposed to revise upwardly the exemption limit and income slabs. This will enhance voluntary compliance which would result in increase in the number of taxpayers.

*[English]*

#### **Call Centres and BPO**

1226. SHRI K. SUBBARAYAN: Will the Minister of FINANCE be pleased to state:

(a) the number of call centres and BPOs relating to Foreign companies operating in India paying income tax;

(b) whether any violation in declaration of Income and Expenditure has been found/reported by RBI; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Separate data of Call Centres and BPOs relating to foreign companies operating in India paying income-tax is not maintained. However, as per Statement of Revenue Foregone forming part of Budget documents, 2008, companies relating to IT Enabled Services and BPO Service Providers numbering 5525 have filed income-tax returns for financial year 2006-07 upto 31st December, 2007.

(b) No, Sir.

(c) Does not arise.

#### **Integrated Child Development Services**

1227. SHRI ANANTH KUMAR: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the National Council of Applied Economic Research has conducted any survey on ICDS;

(b) if so, the details thereof;

(c) whether the Government has issued any communication to the non-performing State Governments and UTs in this regard;

(d) if so, the response of the States/UTs in this regard; and

(e) the details of the funds allocated and utilized by the State Governments, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) The National Council of Applied Economic Research (NCAER) conducted a study titled 'Rapid Facility Survey of Infrastructure at Anganwadi Centres' in 2004. The report was submitted by NCAER in February, 2005. The survey covered a total

of 287,684 AWCs in the country. According to the survey, 46% AWCs were running from pucca buildings, 21% AWCs from semi-pucca buildings; 15% from kutcha buildings; 9% in open space and 6% from other places; about 9% were running from the house of AWWs and 6.91% from Helper's house. It was also found that 46% of AWCs did not have toilet facilities and 27% lacked drinking water facilities.

(c) and (d) The Ministry had requested the States/UTs to look into the facts brought out in the report and

take necessary steps to improve the facilities at the AWCs. So far, 29 States/UTs have submitted the information on number of AWCs running in own buildings (pucca/kutcha), rented buildings, buildings owned by community and open space.

(e) State-wise details of funds released and expenditure reported during 2006-07 and 2007-08 under ICDS General and Supplementary nutrition are given in the enclosed statement-I and II respectively.

**Statement I**

**ICDS (G)**

(Rupees in lakh)

Sl. No.	State	2006-07		2007-08
		Released	Exp. Reported by States	Released (upto 29.02.2008)
1	2	3	4	5
1.	Andhra Pradesh	21877.67	22404.45	24015.86
2.	Bihar	20976.12	15553.64	15660.39
3.	Chhattisgarh	4561.5	7046.33	9498.18
4.	Goa	397.96	400.17	507
5.	Gujarat	12732.62	11487.94	11050.69
6.	Haryana	6015.49	5978.89	7115.76
7.	Himachal Pradesh	2882.29	3916.30	2565.16
8.	Jammu and Kashmir	5410.99	5474.01	5201.09
9.	Jharkhand	7845.37	7224.54	9191.01
10.	Karnataka	19122.28	14102.68	13934.16
11.	Kerala	8115.91	8901.70	13369.29
12.	Madhya Pradesh	13002.16	16840.13	15367.06
13.	Maharashtra	20433.15	23375.85	25105.71
14.	Orissa	12137.96	12095.07	13506.53
15.	Punjab	5861.62	5395.16	4019.54
16.	Rajasthan	13809.14	12177.37	12885.03
17.	Tamil Nadu	12786.6	13598.30	11171.43

1	2	3	4	5
18.	Uttarakhand	1876.39	2354.33	2360.95
19.	Uttar Pradesh	24768.42	31563.80	37189.40
20.	West Bengal	17182.73	19578.20	23845.30
21.	Delhi	1379.78	1446.65	1084.54
22.	Pondicherry	195.22	206.27	234.36
23.	Andaman and Nicobar Islands	174.11	185.50	175.55
24.	Chandigarh	163.41	160.70	189.39
25.	Dadra and Nagar Haveli	62.33	61.80	51.70
26.	Daman and Diu*	56.78	51.87	48.00
27.	Lakshadweep	38.34	39.60	64.63
28.	Arunachal Pradesh	3145.86	2483.69	2006.05
29.	Assam	16077.475	10442.27	8582.93
30.	Manipur	3631.405	1757.33	1843.42
31.	Meghalaya	2114.925	1313.71	1289.14
32.	Mizoram	1573.255	887.48	1008.16
33.	Nagaland	2471.22	1456.37	1465.77
34.	Sikkim	782.6	286.37	253.31
35.	Tripura	4475.41	1560.25	1463.76
36.	Life Insurance Corpn.	1200.00		200.00
Total		269138.48	261808.72	277520.25

**Statement II**

(Rs. in Lakh)

Sl. No.	State/UT	2006-07		2007-08		
		Releases	Expenditure including State share reported by the States	Releases (As on 29.2.2008)	Expenditure including State share reported by the States	Expenditure reported upto
1	2	3	4	5	6	7
1.	Andhra Pradesh	9052.04	20830.23	13718.25	19016.26	31.12.07
2.	Bihar	11828.92	24681.78	13548.40	20170.66	31.12.07

1	2	3	4	5	6	7
3.	Chhattisgarh	2953.64	7248.28	3515.24	8022.56	31.12.07
4.	Goa	175.41	303.58	169.52	326.20	31.12.07
5.	Gujarat	4297.21	7781.86	3855.01	6114.38	31.12.07
6.	Haryana	2829.56	7273.83	5216.72	9297.38	31.12.07
7.	Himachal Pradesh	629.63	1947.09	1017.58	1880.50	31.12.07
8.	Jammu and Kashmir	653.20	2811.91	917.69		
9.	Jharkhand	11154.47	14340.13	6997.88	12849.96	31.12.07
10.	Karnataka	9407.65	19116.76	6787.71	15252.12	31.12.07
11.	Kerala	3686.11	7716.88	3520.80	6411.84	31.12.07
12.	Madhya Pradesh	5770.97	17159.58	10320.67	16670.26	31.12.07
13.	Maharashtra	8443.33	28713.90	16770.11	10387.22	30.9.07
14.	Orissa	6646.40	7977.99	6295.06	15556.76	31.12.07
15.	Punjab	3138.07	4016.54	819.86	4274.84	31.12.07
16.	Rajasthan	8571.57	15719.44	6067.07	11901.08	31.12.07
17.	Tamil Nadu	3451.94	6235.00	3521.89	9484.00	31.12.07
18.	Uttar Pradesh	41902.48	79421.07	45232.09	67991.57	31.12.07
19.	Uttaranchal	1347.89	2510.00	344.87	3668.44	31.12.07
20.	West Bengal	5916.07	16829.56	11021.80	18478.63	31.12.07
		141836.56	292635.41	159657.82	257954.66	
21.	Andaman and Nicobar Islands	93.67	387.68	67.45	349.79	31.12.07
22.	Chandigarh	154.76	211.75	46.17	81.14	31.12.07
23.	Dadra and Nagar Haveli	22.59	86.43	96.57	95.50	31.12.07
24.	Daman and Diu	13.74	63.00			
25.	Lakshadweep	39.91	77.64	27.75	49.65	31.12.07
		324.67	828.50	237.94	576.08	
26.	Delhi	694.29	1692.40	516.47	949.36	31.12.07
27.	Pondicherry	55.03	343.71	200.64	183.07	31.12.07
		749.32	2036.11	717.11	1132.43	

1	2	3	4	5	6	7
28.	Arunachal Pradesh	879.60	679.84	461.37	1102.41	31.12.07
29.	Assam	3711.54	4799.71	3376.61		
30.	Manipur	914.32	1778.50	645.08	664.58	30.11.07
31.	Meghalaya	1023.42	2092.65	1007.99	1841.62	31.12.07
32.	Mizoram	488.97	1365.21	535.20	1001.40	31.12.07
33.	Nagaland	1188.71	1798.71	824.82	1991.82	31.12.07
34.	Sikkim	95.77	521.77	64.68		
35.	Tripura	707.69	1711.90	759.54	633.53	31.12.07
		9010.02	14748.29	7675.29	7235.36	
	Total	151920.57	310248.31	168288.16	266898.53	

#### Dual Control in Urban Cooperative Banks

1228. SHRI VIJOY KRISHNA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to amend Banking Regulation Act to remove dual control in Urban Cooperative Banks;

(b) if so, the details thereof and the time by which the Bill in this regard is likely to be introduced; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) No, Sir. To ensure regulatory coordination and cooperation under the existing legal framework, RBI has entered into Memorandum of Understanding (MoU) with State Governments. As part of the MoU, a Task Force for Urban Cooperative Banks (TAFUCB) has been set up in each of the States which have signed the MoU for identification of and drawing up of a time bound action plan for revival of potentially viable Urban Co-operative Banks (UCBs) and for non-disruptive exit for non-viable UCBs.

Based on TAFUCB's recommendations, supervisory actions that have been taken include issue of license to unlicensed banks, allowing merger of UCBs, cancellation of license of unviable UCBs etc. Further, certain other facilities like setting up of currency chest, selling mutual funds, providing foreign exchange services etc. have been extended to such banks in the MoU signed States.

#### Inclusion of Six Communities of Assam in ST List

1229. SHRI SARBANANDA SONOWAL:

DR. ARUN KUMAR SARMA:

SHRI M.K. SUBBA:

Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Union Government has received required information from Government of Assam for inclusion of six communities of Assam into Scheduled Tribe List as required by the Registrar General of India and National Commission for SC and ST; and

(b) if so, the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) and (b) Ministry of Tribal Affairs has sought additional justification from State Government of Assam regarding their proposal for inclusion of six communities in the ST list of Assam.

#### Construction of Lavatories in Schools

1230. SHRI RAMCHANDRA PASWAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has received any proposal from any agency/State for the construction of lavatories in schools;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI CHANDRA SEKHAR SAHU): (a) to (c) As part of the "Total Sanitation Campaign", proposals for construction of lavatories in all rural schools have been received from 582 districts of 29 States and Union Territories. The proposal is to provide at least one unit each for each of the schools and separate toilets for boys and girls in co-educational schools.

All 582 proposals have been approved, with a target of constructing 1131616 units in rural schools, of which 518443 units have already been constructed. The State-wise details of number of units approved and completed are given in the enclosed statement.

#### **Statement**

##### *State-wise details of Lavatory units for Rural Schools*

Sl.No.	State	Number of Units Approved	Number of Units Completed
1	2	3	4
1.	Andhra Pradesh	113861	64600
2.	Arunachal Pradesh	3802	1083
3.	Assam	33185	2494
4.	Bihar	75078	20073
5.	Chhattisgarh	48549	18254
6.	Goa	731	101
7.	Gujarat	22425	19990
8.	Haryana	7029	6891
9.	Himachal Pradesh	11333	2283
10.	Jammu and Kashmir	23007	5050
11.	Jharkhand	40003	18882

1	2	3	4
12.	Karnataka	36537	29783
13.	Kerala	3600	2289
14.	Madhya Pradesh	80070	44407
15.	Maharashtra	72782	57988
16.	Manipur	3919	238
17.	Meghalaya	6598	589
18.	Mizoram	3219	2121
19.	Nagaland	2672	321
20.	Orissa	68328	29491
21.	Pondicherry	26	26
22.	Punjab	12411	471
23.	Rajasthan	68134	34712
24.	Sikkim	1604	1605
25.	Tamil Nadu	40418	33603
26.	Tripura	4939	3572
27.	Uttar Pradesh	207160	80668
28.	Uttarakhand	5215	1055
29.	West Bengal	134981	35793
Grand Total		1131616	518443

#### **Assistance for Infrastructure Development**

1231. PROF. CHANDER KUMAR: Will the Minister of FINANCE be pleased to state the amount of foreign assistance come in the public sector as well as in the private sector during the last four years in the Infrastructure Development of the country in different sectors with the names of countries of their origin?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): As per the available information the sector-wise foreign assistance received in the last four years is shown in the enclosed statement.

**Statement*****Foreign Assistance in Infrastructure Development***

Source—ADB and IBRD (in US Dollar)

Sectors	2003-04	2004-05	2005-06	2006-07
Power	250000	0	0	41920
Road	588000	982000	1024550	252000
Railways	0	313600	0	0

Source—Govt. of Japan (in Japanese Yen)

Sectors	2003-04	2004-05	2005-06	2006-07
Power	31884000	0	17963000	34340000
Port	0	0	161000	0

Source—IDA (in Rupees)

Sectors	2003-04	2004-05	2005-06	2006-07
Road	0	13789104.19	0	0

Source—Govt. of UK (in Great Britain Pound Sterling)

Sectors	2003-04	2004-05	2005-06	2006-07
Power	0	0	4000	0

Source—JBIC (in Million Japanese Yen)

Sectors	2003-04	2004-05	2005-06	2006-07
Power	55348	15916	38592	34340
Urban Infrastructure	68177	61289	99275	97204

**Financial Discipline**

1232. SHRI TAPIR GAO: Will the Minister of FINANCE be pleased to state:

- (a) the number of States enacted Fiscal Responsibility and Budget Management Legislation;
- (b) whether some States have complied with the provisions of the Central Act on Financial Discipline;
- (c) if not, action taken against the defaulting States; and

(d) the time for ensuring total compliance of this Act by all the States/Union Territories?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) So far 26 States have enacted their respective Fiscal Responsibility and Budget Management Acts.

(b) Provisions of the Central legislation, the Fiscal Responsibility and Budget Management Act, 2003, are applicable to the Central Government and not to States.

(c) and (d) Do not arise.

(b) if so, the present status of proposal?

#### **Construction of Under-Pass**

1233. SHRI K. VIRUPAKSHAPPA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has received proposals for construction of under-passes under the JNNURM from the State Government of Karnataka; and

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. Eight proposals for construction of under passes under Sub-Mission on Urban Infrastructure and Governance (UIG), component of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) have been received so far from State Government of Karnataka, out of which seven proposals have been approved and one is under appraisal. The details are given in the enclosed statement.

#### **Statement**

##### *Status of Construction of Under-Pass Proposal Received from Karnataka under UIG Component of JNNURM*

Sl.No.	State	City	Project Name	Status
1.	Karnataka	Bangalore	Construction of underpass at Malleshwaram Circle	Approved
2.	Karnataka	Bangalore	Construction of underpass at Tagore circle.	Approved
3.	Karnataka	Bangalore	Construction of underpass at R.V Teachers College circle	Approved
4.	Karnataka	Bangalore	Construction of underpass at Magadi Road and Chord road junction	Approved
5.	Karnataka	Bangalore	Construction of underpass at Ring Road Hennur Banaswadi Road Junction	Approved
6.	Karnataka	Bangalore	Construction of underpass at Puttenhalli junction	Approved
7.	Karnataka	Bangalore	Construction of underpass at Nagavara road junction	Approved
8.	Karnataka	Bangalore	Construction of underpass at Ramamurthynagar junction developed by BDA	Under Appraisal

#### **Training to Lawyers**

*[Translation]*

1234. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union Government is considering to introduce training programme for lawyers for appointing them as Notary Public; and

(b) if so, the details thereof?

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

(b) Does not arise.

#### **Issue of Caste Certificate to STs**

1235. DR. SATYANARAYAN JATIYA: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the basis/criteria being adopted in various States for issuing caste certificate to STs;

(b) whether the Government has received complaints regarding difficulties faced by STs in getting caste certificate;

(c) if so, the details thereof; and



(d) the measures taken/being taken by the Government to streamline the process of issuing caste certificate?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P. R. KYNDIAH): (a) The guidelines for issuance of Scheduled Tribes certificates have been laid down in Ministry of Home Affairs's circular no. 35/1/72-RU (SCT.V) dated 2-5-75 sent to all State Governments and Union Territory Administrations. The basic general criteria being adopted for issue of Scheduled Tribe certificate are - where a person claims to belong to a Scheduled Tribe by birth it should be verified (i) the person and his parents actually belong to the community claimed; (ii) the community is included in the Presidential Order specifying the Scheduled Tribes in relation to the concerned State; (iii) the person belongs to that State and to the area within the State in respect of which the community has been scheduled; (iv) he may profess any religion and (v) he or his parents/grand parents etc. should be permanent resident of the State/UT on the date of notification of the Presidential Order applicable in his case.

(b) and (c) Yes, Sir. The issue has been brought to the notice of the Ministry of Tribal Affairs including by the National Commission for Scheduled Tribes.

(d) Regarding issuance of Scheduled Tribes certificates, the Ministry of Tribal Affairs have requested all the concerned States/UT Administrations that it is necessary that proper verification, based primarily on revenue records and in accordance with the name of the community as notified in the Presidential Order, is carried out before such certificates are issued. Further, they have also been asked to ensure that the necessary certificates are issued to the deserving Scheduled Tribe persons without undue delays and difficulties.

*[English]*

#### **Sports Cess on Income Tax**

1236. SHRI K.S. RAO: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to levy sports cess on income tax for creation of sports facilities in schools and rural areas; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) There is no proposal before the Ministry to levy sports cess on income tax.

(b) Does not arise.

#### **Karnataka's Irrigation Programme**

1237. SHRI G.M. SIDDESWARA: Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government has received proposal from Karnataka to fill the financial gap encountered by the State in implementing its ambitious programme of constructing a large number of irrigation projects;

(b) if so, the details thereof and response of the Union Government thereon; and

(c) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Union Government has not received any proposal from Karnataka for filling the financial gap in constructing irrigation projects. However, Karnataka State has been seeking Central Assistance under AIBP. So far, Central Assistance has been provided for nine major/medium irrigation projects, out of which two projects have been completed and the remaining on-going projects are expected to be completed in the current financial year. The proposals for four projects received during this year under AIBP are under examination and eligible central assistance would be sanctioned before March, 31st.

*[Translation]*

#### **Protection of Constitutional Rights of Women of Weaker Sections**

1238. SHRI SUBHASH MAHARIA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government is making efforts for awareness of constitutional rights and other rights to the poor and weaker sections of rural/urban people and rural women;

(b) if so, the details thereof; and

(c) the measures being adopted by the Government to further sensitise these people?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) to (c) The information is being collected and will be laid on the Table of the House.

[*English*]

#### **Unit Linked Insurance Plan**

1239. SHRI BACHI SINGH RAWAT 'BACHDA': Will the Minister of FINANCE be pleased to state:

(a) whether the Government has made it compulsory for the life insurance companies to give the policy holders of Unit Linked Insurance Plan (ULIP);

(b) if so, the details thereof;

(c) the steps being taken by the Government/IRDA against insurance companies not complying with the mandatory orders of the Government; and

(d) the details of the amount collected by insurance companies through ULIP and made available for investment in various sectors?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. The Insurance Regulatory & Development Authority (IRDA) has reported that vide its circular dated 01.01.2008, it has directed all insurance companies to provide policyholders the details of various charges deducted from the premium and the amount available for investment in each policy year at the time of purchasing the Unit Linked Insurance Plans.

(c) IRDA has reported that action would be taken against the insurance companies not complying with its instructions under Section 3 of the Insurance Act, 1938.

(d) The amount collected by the insurance companies through ULIP for the year 2006-07 is Rs. 55,038 crore and investment in various sectors of the ULIP Portfolio as on 31st March, 2007 is as under:

Investment made in various sectors	Amount (Rs. in crore)
Government Securities and Guaranteed Bonds	9,725.09
Infrastructure	3,685.10
Debentures and Bonds	3,219.05
Equity	34,499.23
Others	17,774.16
<b>Total</b>	<b>68,902.62</b>

#### **Residential Units for the Poor**

1240. SHRI RANEN BARMAN: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether Government has any scheme to provide residential units to the poor in Urban areas;

(b) if so, the details thereof;

(c) the number of residential units available to them during the last three calendar years ending 31st January, 2008 year-wise and town-wise; and

(d) the number of such units proposed to be constructed in future and allotted to eligible families during 2008-09?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) The Government has launched the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with the basic objective of assisting cities and towns in the provision of infrastructure and basic amenities to the urban poor. The Sub-Mission of Basic Services to the Urban Poor (BSUP) - (for 63 identified cities) and Integrated Housing and Slum Development Programme (IHSDP) -(for other cities/towns) address the problems of housing and basic services such as water, sanitation, roads, streetlights etc. in slums/low-income localities for the benefit of the urban poor.

(c) The number of residential units (new+upgradation) approved by the Government of India during 2005-06 to 2007-08 (till 29.2.2008) is as follows:-

	Number of Towns for which projects Approved	Total Number of projects approved
BSUP	58	251
IHSDP	367	391

Under the Guidelines of BSUP and IHSDP, the State Governments/Urban Local Bodies/Parastatal agencies are executing the approved projects which are at various stages of progress. No State Government has so far reported the number of houses made available to the urban poor in their Quarterly Progress Reports.

(d) The number of dwelling units proposed to be constructed in future and allotted to eligible families during 2008-09 will depend upon - (a) the demand for Additional Central Assistance for the projects approved during 2005-06, 2006-07 and 2007-08 for 2nd and 3rd installments and for 1st/subsequent installments concerning new dwelling units which have to be sanctioned and (b) pace of implementation of projects by State Governments and Union Territory Administrations.

#### **Performance of Rural Development Schemes in North-Eastern States**

1241. SHRI M.K. SUBBA: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has recently reviewed the performance and implementation of Rural Development Schemes in North Eastern States;

(b) if so, the details thereof;

(c) whether the rate of utilization of money allocated to these States is very low;

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

(e) the steps taken by the Government for proper utilization of allocated fund to these States?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Yes Sir. The Ministry of Rural Development has a continuing reviewing mechanism to monitor the implementation of

the programmes. One such mechanism is Performance Review Committee (PRC) Meeting. The last specific PRC Meeting for the North Eastern region was held in Guwahati on 9th-10th October, 2007 and in the PRC meeting held in Delhi for all States/Union Territories on 17th & 18th January, 2008, the progress of North Eastern region was also discussed besides other States.

(c) and (d) During the current financial year (upto December 2007), above seventy per cent of available funds have been utilized by North Eastern States including Sikkim combinedly with respect to the major programmes of Sampoorna Grameen Rozgar Yojana (SGRY), Swarnjayanti Gram Swarozgar Yojana (SGSY), Indira Awaas Yojana (IAY), National Rural Employment Guarantee Scheme (NREGS), Pradhan Mantri Gram Sadak Yojana (PMGSY), Accelerated Rural Water Supply Programme (ARWSP), Total Sanitation Campaign (TSC) and Integrated Wasteland Management Programme (IWDP).

(e) In order to ensure proper utilisation of allocated funds, the Ministry of Rural Development have adopted five pronged strategies of (i) awareness generation, (ii) people participation, (iii) transparency, (iv) accountability and (v) strict vigilance and monitoring.

*[Translation]*

#### **Mauda Power Project**

1242. SHRI HANSRAJ G. AHIR: Will the Minister of POWER be pleased to refer to the reply given to USQ No. 5059 dated May 11, 2007 and state:

(a) whether necessary clearance for setting up of Mauda Power Project at Nagpur has since been obtained;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which the construction work on this project is likely to commence?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) All major clearances including State Government's in-principle clearance for land and water, Ministry of Coal's clearance for coal and Ministry of Environment and Forests' clearance for environment have been obtained by NTPC Ltd. for Mauda Thermal Power

Project (2x500 MW). However, clearance from Central Water Commission (CWC) is yet to be received for which action has been initiated.

(d) The construction work is expected to commence during the year 2008-09. Both the Units of 500 MW each are envisaged to be commissioned in 11th Plan subject to timely availability of land from the State Government.

[English]

#### **Disbursement of Loan to Minorities**

1243. SHRI IQBAL AHMED SARADGI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has directed the banks to give priority for minorities in loan disbursement;

(b) if so, the details thereof;

(c) whether the banks have disbursed only 3.38% of their total advances to minorities as against the target of 6% fixed by the Government; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) In order to ensure improved financial services for the welfare of minorities, Reserve Bank of India (RBI) issued a Consolidated Master Circular dated 05.07.2007 to all the Scheduled Commercial Banks (SCBs) advising them to take care to see that minority communities secure, in a fair and adequate measure, the benefits flowing from various Government sponsored special programmes. This Master Circular also envisages creating a separate cell in each bank to ensure smooth flow of credit to minority communities and also covers the role of the lead bank in the 121 districts identified for purposes of earmarking of targets and location of development projects under the Prime Minister's New 15 Point Programme for the Welfare of Minorities. Minority communities have also been included in the category of "Weaker Sections" for availing credit within the Priority Sector advances. The Master Circular on credit facilities to Minority Communities under priority sector lending dated 5th July 2007 is available on RBI's Website ([www.rbi.org.in](http://www.rbi.org.in)).

In October 2007, Public Sector Banks (PSBs) have been directed by the Government to step up lending to minorities from the level of 9% of total priority sector advances to 15% over the next three years, *i.e.*, upto the end of Financial Year 2009-10.

As reported by RBI, the details of priority sector advances and share of Minority Communities as in March 2007 is as under:

Year	Priority Sector Advances (PS) (B)	Amt. (Rs. in Crore)	
		Share of Minority Communities in Priority Sector (in all districts) Amt. (A)	% share to PS (A/B)
March 2005	376931.90	35355.92	9.38
March 2006	516334.78	45490.60	8.81
March 2007*	516945.00	53541.41	10.35

\*Provisional.

#### **Insurance to IT Payers**

1244. SHRI NARAHARI MAHATO: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to insure every income-tax payer for an amount of one lakh rupees to encourage tax paying;

(b) if so, the details thereof and the date from which it would be introduced; and

(c) If not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) There is no proposal under consideration for providing insurance cover to the income-tax payers by the Central Government.

#### **Integrated Child Development Service (ICDS) Scheme**

1245. SHRI SWADESH CHAKRABORTY:  
SHRIMATI C.S. SUJATHA:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether India remained at 128 position in the Human Development Index and 94 in Global Hunger Index;

(b) whether infant mortality rate, maternal mortality rate, illiteracy, under nourishment are the major factors;

(c) if so, whether the Government has contemplated schemes to improve the situation; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) India is at 128th position in the Human Development Index (HDI) ranking for 2007-2008 brought out by UNDP. As per the Global Hunger Index of International Food Policy Research (IFPRI), India's position among 118 countries was 94th in the year 2007.

(b) The indicators for HDI are health as measured by life expectancy, level of knowledge and skills as measured by the weighted average of functional literacy and combined elementary and secondary net enrolment rate and access to resources as measured by the level of real per capita income. The indicators for GHI are the proportion of undernourished as a percentage of the population, the prevalence of underweight in children under the age of five and under five mortality rate are the indicators for GHI.

(c) and (d) The Government is seized of the problem of malnutrition and IMR and is implementing a number of schemes throughout the country, which directly or indirectly improve the nutritional status of women & children. Some of these are as under:

- (i) Integrated Child Development Services (ICDS) Scheme (Ministry of Women & Child Development);

The steps taken in the recent past to increase the effectiveness of the delivery of services under ICDS includes:

- The scheme has been expanded twice in the year 2005-2006 and 2006-2007 during the Tenth Five Year Plan.
- The Government has doubled the financial norms for supplementary nutrition from Re. 1 to Rs. 2 per beneficiary per day.

- From the year 2005-06, 50% cost of supplementary nutrition is also being shared with the States/UTs.

- Constant emphasis on States to:

- Ensure regular supply of supplementary nutrition as per schematic norms;
- Ensure effective convergence of health, nutrition, education and safe drinking water services under various programmes.

- (ii) National Programme for Nutritional Support to Primary Education (Mid Day Meal Scheme) (Department of School Education & Literacy);
- (iii) Nutrition Programme for Adolescent Girls in 51 districts to provide free foodgrains to undernourished adolescent girls (Ministry of Women and Child Development);
- (iv) Nutrition Education and Training Programmes of Food and Nutrition Board (Ministry of Women & Child Development);
- (v) Reproductive and Child Health (RCH-II) Programme under National Rural Health Mission (NRHM) including:

(Ministry of Health and Family Welfare);

- Maternal Health by promoting institutional deliveries, improved coverage and quality of ante natal care (ANC), skilled care to pregnant women, Post-partum care at Community level.
- Immunization.
- Integrated Management of Neonatal and Childhood Illnesses and malnutrition.
- Emphasis on Infant and Young Child Feeding.
- Specific Programmes to prevent and combat micronutrient deficiencies of Vitamin A and Iron & Folic Acid through Vitamin A Supplementation for children till the age of 5 years and Iron & Folic Acid Supplementation for preschool children, pregnant and lactating women.
- (vi) National Iodine Deficiency Disorders Control Programme (Ministry of Health & Family Welfare);

- (vii) Targetted Public Distribution System (Department of Food & Public Distribution);
- (viii) Accelerated Rural Water Supply Programme/ Swajaldhara and Total Sanitation Campaign; National Rural Employment Guarantee Programme (Ministry of Rural Development).

#### **Street Vendors**

1246. SHRI S.K. KHARVENTHAN: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

- (a) whether the Government has any proposal for street vendors and their social security;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (c) With a view of provide a supporting environment to street vendors for earning their livelihood and their welfare, the National Policy on Urban Street Vendors was formulated by the Ministry of Housing and Urban Poverty Alleviation. The Policy lays stress on providing protective social security to the street vendors to take care of contingencies like sickness, maternity and old age by the respective State Governments.

*[Translation]*

#### **Selling of Shares without Holder's Consent**

1247. SHRI SANTOSH GANGWAR: Will the Minister of FINANCE be pleased to state:

- (a) whether Government has received complaints against some exchange brokerage companies who have sold the shares of investors without consulting them after fall in sensenx whereas investors had already deposited margin money fixed by SEBI;
- (b) if so, whether Government have conducted any investigation into these complaints;
- (c) if so, the details thereof; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) SEBI has informed that it has received such complaints.

(b) to (d) SEBI has taken up these complaints with respective stock exchanges for expeditious redressal.

*[English]*

#### **Changing Channels of Investment**

1248. SHRI MILIND DEORA: Will the Minister of FINANCE be pleased to state:

(a) whether Government employees are increasingly buying shares and mutual fund schemes in the expectation of higher returns as against traditional channels of investments in post offices, banks and other fixed deposit schemes;

(b) if so, the details thereof; and

(c) steps taken/being taken to attract the Government employees to invest more and more savings in the Government schemes?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Information on the preferred choice of investments by Government servants is not collated.

(c) The small savings schemes, carrying different terms and rate of interest administered by the Government of India are designed to provide safe and attractive investment option to all individuals who invest in these savings schemes. In the recent past, the Government has taken the following steps to make the small savings schemes more attractive and investor friendly:

- (i) The restriction on opening of more than one account during a calendar month under the Senior Citizens Savings Scheme has been removed with effect from 24th May, 2007.
- (ii) All categories of pensioners have been allowed to open and maintain 'Pension Account' under Post Office Savings Account Rules, with effect from 11th July, 2007.
- (iii) The penalty on pre-mature withdrawal of deposits under the Post Office Monthly Income Account

(POMIA) Scheme has been rationalized from 3.5% to 2% on withdrawal on or before expiry of three years and 1% on withdrawal after expiry of three years.

- (iv) The maximum deposit ceilings of rupees 3.00 lakh and rupees 6.00 lakh under POMIA has been raised to rupees 4.5 lakh and rupees 9.00 lakh in respect of single and joint accounts respectively.
- (v) Bonus at the rate of 5% on the deposits made under POMIA on or after 8th December 2007 upon the maturity of the deposit, has been reintroduced.
- (vi) The benefit of Section 80C of the Income Tax Act, 1961 has been extended to the investments made under 5-Year Post Office Time Deposit Account and Senior Citizens Savings Scheme, with effect from 1st April, 2007.
- (vii) Various measures are also taken to promote and popularize these schemes through print and electronic media as well as holding seminars and meetings, providing training to the various agencies involved in mobilizing collection in Small Savings Schemes etc.
- (viii) A website of the National Savings Institute under Government of India, Ministry of Finance has also been launched to facilitate interface with the public through wider dissemination of information on small savings and on-line registration and settlement of investors grievances. The website address is [nsiindia.gov.in](http://nsiindia.gov.in).

**Steps Taken by Government to fill up Vacant Posts under Central Board of Direct Taxes (CBDT)**

1249. SHRI NAKUL DAS RAI: Will the Minister of FINANCE be pleased to state:

(a) whether a large number of posts lying vacant under Central Board of Direct Taxes (CBDT), has affected the working of the organisation and letting tax evaders go scot free;

(b) if so, the steps taken by the Government to fill up the posts including group 'A' in IT department;

(c) whether any relaxation has been taken to fill up the vacancies beyond established quota; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) No, Sir.

(b) The posts under Central Board of Direct Taxes (CBDT) are being filled up as per the guidelines issued by DOP&T and Recruitment Rules.

(c) No, Sir.

(d) Does not arise.

**Minting of Coins**

1250. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of FINANCE be pleased to state:

(a) whether the newly introduced Rs. 5.00 coin resembles the 50 paise coin thereby creating confusion for sorting;

(b) if so, remedial action taken by the Government;

(c) whether the coins of 10 paise, 25 paise and 50 paise are still in official circulation and continue to be legal tenders;

(d) if so, whether Government is aware about its refusal in circulation; and

(e) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) No, Sir. The coin of 50 paise has a weight of 3.79 grams having no security edge whereas the coin of Rs. 5 FSS has a weight of 6 grams having security edge.

(b) Does not arise.

(c) Yes, Sir.

(d) and (e) On receipt of some market reports on non-acceptance of lower denomination coins, the Reserve Bank of India had issued Press Release advising members of public that these coins are still in circulation and legal tender and that they should be accepted in all transactions.

**Alternate Channel System in LIC**

1251. SHRI MADHU GOUD YASKHI: Will the Minister of FINANCE be pleased to state:

(a) the total cost with and without commission for maintaining the alternate channel system in Life Insurance Corporation of India (LIC) such as corporate agents, bank assurance, broker during each of the last three years;

(b) the premium collection from these alternate channels during each of the last three years;

(c) whether any financial services executive has been appointed to help these corporate agents, bank assurance and brokers;

(d) if so, the details thereof alongwith the terms and conditions of financial service executive;

(e) whether the Development Officers of LIC of India have opposed and not allowed to recruit corporate agents, bank assurance and brokers; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Life Insurance Corporation of India (LIC) has reported that it does not maintain channel wise details of costing for other management expenses. Its commission cost of maintaining the alternate channel system during the last three years was as under :-

Financial Year	Commission (Rs. in lacs)
2004-05	65.40
2005-06	1115.41
2006-07	1563.37

(b) The first premium mobilized by LIC through its alternate channel system during the last three years was as under:—

Financial Year	First Premium Income (Rs. in crores)
2004-05	194.40
2005-06	353.07
2006-07	662.85

(c) LIC has informed that it recruits Financial Services Executives on contractual basis to help its partner banks in driving life insurance product sales.

(d) The LIC (Financial Services Executives) Scheme, 2007 lays down that for being eligible for appointment of Financial Services Executives, one should hold a Bachelor's Degree from a recognized University and should be aged between 21 and 35 years. For selection as Financial Services Executive, a candidate has to qualify written test and interview. On successful completion of training, Financial Services Executive is appointed purely on contractual basis, initially for a period of three years. The contract can be extended for another term of one year subject to performance and suitability.

(e) and (f) The LIC has reported that during the course of discussions, the representatives of Development Officers have expressed their reservations on the issue of alternate channels. The appointment of Corporate agents is being done by LIC as per Insurance Regulatory Development Authority (IRDA) Regulations. Brokers are directly licensed by IRDA.

[Translation]

**Corruption in Printing of Literature under SGSY**

1252. SHRI SHISHUPAL N. PATLE: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the cases of corruption have come to the notice of the Government in printing of literature by NGOs in Swarnajayanti Gram Swarozgar Yojana (SGSY) in Uttar Pradesh;

(b) if so, the details thereof; and

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

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) A preliminary enquiry was conducted by Commissioner, Department of Rural Development, Government of Uttar Pradesh into the alleged irregularities in printing of literature and purchase of stationery under the training component of Swarnajayanti Gram Swarozgar Yojana (SGSY). On the basis of his report, Government of Uttar Pradesh requested Economic Offence Wing (EOW), Uttar Pradesh, Lucknow to conduct further enquiries into these



irregularities. Enquiry report from Economic Offence Wing in respect of the districts of Mirzapur, Pratapgarh, Kaushambi, Maharajganj, Mau and Jhansi has been received. Enquiries of other districts are under examination of Economic Offence Wing.

(c) Ministry of Rural Development, Government of India, has also sought an action taken report from the State Government in this regard.

*[English]*

### **China's Interest in Hydro Electric Projects in India**

1253. SHRI ASADUDDIN OWAISI: Will the Minister of POWER be pleased to state:

(a) whether Arunachal Pradesh has the biggest potential of Hydro electric generation in the country;

(b) if so, whether China has shown interest in setting up power projects in Arunachal Pradesh; and

(c) if so, the view point of Indian Government thereto?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) Amongst the various States in the country, Arunachal Pradesh has the highest potential of hydroelectric generation in the country. As per the reassessment studies on hydro electric potential in the country, completed by Central Electricity Authority in 1987, the hydro potential of Arunachal Pradesh has been estimated at 50,328 MW (in terms of installed capacity), out of the total estimated potential of 1,50,000 MW in the country.

(b) No such proposal regarding setting up of power projects by China in Arunachal Pradesh has been received by the Government.

(c) Does not arise.

### **Accreditation System for Law Colleges**

1254. SHRI ADHALRAO PATIL SHIVAJIRAO:  
SHRI RAVI PRAKASH VERMA:  
SHRI ANANDRAO VITHOBA ADSUL:

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

(a) whether the Government has received suggestion from the Bar Council of India to introduce an accreditation system for law colleges;

(b) if so, the details thereof and the reaction of the Government thereto;

(c) whether the Bar Council of India has also suggested establishment of a Central Directorate of Legal Education; and

(d) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LAW AND JUSTICE (SHRI K. VENKATAPATHY): (a) No, Sir. However, the Bar Council of India has informed that they have circulated their revised draft rules on "Standards of Legal Education and Recognition of Degrees in Law" containing provision to introduce a grading and accreditation system for law colleges in the country, to all Universities imparting legal education and to all State Bar Councils for their comments. They have also suggested therein for establishment of a Directorate of Professional Legal Education under them.

(b) to (d) Does not arise.

*[Translation]*

### **Promotion of Insurance Products in Rural Areas**

1255. SHRI AJIT JOGI: Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes to talk with some general insurance companies for promoting non-insurance products in rural areas;

(b) if so, the details thereof; and

(c) the progress made till date now in this regard?

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

(b) and (c) Do not arise.

*[English]***Misuse of Basements**

1256. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the purpose for which the basements are permitted to be used as per the provisions of the MPD-2021;

(b) whether basements are being used illegally for commercial purposes causing nuisance to the residents in Delhi;

(c) if so, the steps taken to check misuse of basements for commercial purposes;

(d) whether the Government also proposes to identify the buildings where basements are illegally commercially used; and

(e) if so, the plan made in this direction?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) As per the Master Plan of Delhi (MPD) 2021, parking and services requirement such as air-conditioning plant and equipment, water storage, boiler, electric sub-station, HT and LT panel rooms, transformer compartment, control room, pump house, generator room and other mechanical services and installation of electrical and fire fighting equipments and other services required for the maintenance of the building are permitted in basements without counting towards FAR.

The MPD also provides that in respect of residential plot-plotted housing, basement can be used for purposes permissible under building bye-laws viz. household storage and parking without counting towards FAR.

MPD further states that existing professional activity in basement may continue in plotted development subject to relevant provisions of building bye-laws, structural safety norms and fire safety clearance. In case the use of basement for professional activity leads to exceeding the permissible FAR on the plot, such FAR in excess shall be used subject to payment of appropriate charges.

(b) and (c) NDMC has reported that some of the basements are being used illegally for commercial purposes. MCD has reported that it has been sealing

those properties/basements where commercial activities are not permissible. The Monitoring Committee constituted by the Supreme Court is monitoring the operation of sealing. Inspections are conducted from time to time by the field staff and action is taken as per law against the misuse of premises.

(d) and (e) Action against buildings which do not conform to the provisions of MPD/Bye-laws and other applicable laws is a continuous exercise undertaken by the local bodies .

**Scholarship to Scheduled Tribe Students**

1257. SHRI N.N. KRISHNADAS: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has introduced any criteria for the post-matric scholarship to ST students; and

(b) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDAH): (a) and (b) Under the Scheme of Post Matric Scholarship to students belonging to the Scheduled Tribes, the scholarships are to be given to all ST students pursuing recognised post matriculation courses in recognised institutions, provided the income from all sources of parents/guardians does not exceed Rs. 1,08,000 per annum.

**Cess Collected from Petrol and Diesel**

1258. SHRI CHENGARA SURENDRAN: Will the Minister of FINANCE be pleased to state:

(a) the present rate of cess on petroleum products;

(b) the funds collected from cess on Petrol and High Speed Diesel during the current financial year (2007-08) till date; and

(c) the break-up of amount allocated therefrom to different agencies/ministries/departments?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) There is no levy of cess on petrol and diesel.

(b) and (c) Does not arise in view of (a) above.

**Strengthening of Ailing RRBs**

1259. SHRI RAVI PRAKASH VERMA:  
 SHRI ADHALRAO PATIL SHIVAJIRAO:  
 SHRI NARAHARI MAHATO:  
 SHRI L. RAJAGOPAL:  
 SHRI PRATIK P. PATIL:  
 SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Union Government proposes to strengthen the ailing regional rural banks by infusing fresh capital as reported in the 'Hindu' dated 31 January, 2008;

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

(c) the names of the rural banks proposed to be strengthened, State-wise; and

(d) the amount proposed to be invested in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Budget Proposals for the year 2007-08 included the proposal for recapitalization, in a phased manner, of Regional Rural Banks (RRBs) which have a negative networth. RRBs are jointly held by Central Government/ State Governments/Sponsor Banks in the proportion of 50:15:35, respectively. The Central Government proposes to release its share of contribution for recapitalization of RRBs along with the release of contribution of their share by the State Governments and Sponsor Banks concerned.

(c) and (d) A list indicating the names of RRBs proposed to be recapitalized and the amount of recapitalization is enclosed as statement.

**Statement**

*Requirement of Recapitalisation Funds as on 31 March 2007 (Audited Data)—RRB-wise—  
 Share of Government of India, State Government and Sponsor Bank*

(Rs. Lakh)

Sl.No.	Name of State	Name of RRB	Whether Stand alone/ Amalgamated	Sponsor Bank	Negative Networth	Share Capital (Present Level)	Total (Col. 6+7)	Contribution by Share Holders		
								GOI	State Govt.	Sponsor Bank
								50% of the Total (Col.8)	15% of the Total (Col.8)	35% of the Total (Col.8)
1	2	3	4	5	6	7	8	9	10	11
1.	ARUNACHAL PRADESH	1. ARUNACHAL PRADESH RB	Stand alone	S.B.I	3620.28	100.00	3720.28	1860.14	558.04	1302.10
		TOTAL			3620.28	100.00	3720.28	1860.14	558.04	1302.10
2.	ASSAM	2. LANGPI DEHANGI RB	Stand alone	S.B.I	991.66	100.00	1091.66	545.83	163.75	382.08
		TOTAL			991.66	100.00	1091.66	545.83	163.75	382.08
3.	BIHAR	3. BIHAR KGB	Amalgamated	U.C.O	6629.17	300.00	6929.17	3464.59	1039.38	2425.21
		4. UTTAR BIHAR KGB	Amalgamated	C.B.I	35718.22	700.00	36418.22	18209.11	5462.73	12746.38
		5. KOSI KSH GB	Stand alone	C.B.I	1748.51	100.00	1848.51	924.26	277.28	646.98
		6. SAMASTIPUR KGB	Stand alone	S.B.I	3230.36	100.00	3330.36	1665.18	499.55	1165.63
		TOTAL			47326.26	1200.0	48526.26	24263.13	7278.94	16984.19

1	2	3	4	5	6	7	8	9	10	11
4.	CHHATTISGARH	7. CHHATTISGARH GB	Amalgamated	S.B.I	2594.08	300.00	2894.08	1447.04	434.11	1012.93
		TOTAL			2594.08	300.00	2894.08	1447.04	434.11	1012.93
5.	JAMMU AND KASHMIR	8. ELLAQUI DEHATI BANK	Stand alone	S.B.I	9789.98	100.00	9889.98	4944.99	1483.50	3461.49
		9. KAMRAZ RB	Stand alone	J&K BANK	3409.82	100.00	3509.82	1754.91	526.47	1228.44
		TOTAL			13199.80	200.00	13399.80	6699.90	2009.97	4689.93
6.	JHARKHAND	10. JHARKHAND GB	Amalgamated	B.O.I	3140.06	400.00	3540.06	1770.03	531.01	1239.02
		11. VANANCHAL GB	Amalgamated	S.B.I	4246.27	200.00	4446.27	2223.14	666.94	1556.19
		TOTAL			7386.33	600.00	7986.33	3993.17	1197.95	2795.22
7.	MADHYA PRADESH	12. JHABUA-DHAR KGB	Stand alone	B.O.B	3109.91	100.00	3209.91	1604.96	481.49	1123.47
		13. MAHAKAUSHAL KGB	Stand alone	U.C.O	3225.29	100.00	3325.29	1662.65	498.79	1163.85
		TOTAL			6335.20	200.00	6535.20	3267.60	980.28	2287.32
8.	MAHARASHTRA	14. WAINGANGA KGB	Amalgamated	B.O.I	143.10	200.00	343.10	171.55	51.47	120.09
		15. MARATHWADA GB	Stand alone	B.O.M	7447.75	100.00	7547.75	3773.88	1132.16	2641.71
		TOTAL			7590.85	300.00	7890.85	3945.43	1183.63	2761.80
9.	MANIPUR	16. MANIPUR RB	Stand alone	U.B.I	1201.85	100.00	1301.85	650.83	195.25	455.58
		TOTAL			1201.85	100.00	1301.85	650.83	195.25	455.58
10.	NAGALAND	17. NAGALAND RB	Stand alone	S.B.I	170.04	100.00	270.04	135.02	40.51	94.51
		TOTAL			170.04	100.00	270.04	135.02	40.51	94.51
11.	ORISSA	18. KALINGA GB	Amalgamated	U.C.O	22317.11	200.00	22517.11	11258.56	3377.57	7880.99
		19. UTKAL GRAMYA BANK	Amalgamated	S.B.I	14343.28	300.00	14643.28	7321.64	2196.49	5125.15
		20. BAITARANI GB	Stand alone	B.O.I	296.85	100.00	396.85	198.43	59.83	139.60
		TOTAL			36956.24	600.00	37556.24	18779.62	5633.89	13145.73
12.	RAJASTHAN	21. BARODA RAJASTHAN GB	Amalgamated	B.O.B.	2421.24	500.00	2921.24	1460.62	438.19	1022.43
		22. MEWAR AGB	Stand alone	B.O.RAJ.	96.55	100.00	196.55	98.28	29.48	68.79
		TOTAL			2517.79	600.00	3117.79	1558.90	467.67	1091.23
13.	TRIPURA	23. TRIPURA GB	Stand alone	U.B.I	9019.57	100.00	9119.57	4559.79	1367.94	3191.85
		TOTAL			9019.57	100.00	9119.57	4559.79	1367.94	3191.85
14.	WEST BENGAL	24. BANGIYA GB	Amalgamated	U.B.I	26552.41	500.00	27052.41	13526.21	4057.86	9468.34
		25. PASCHIM BANGA GB	Amalgamated	U.C.O	1534.42	300.00	1834.42	917.21	275.16	642.05
		26. UTTAR BANGA KGB	Stand alone	C.B.I.	4886.81	100.00	4786.81	2393.41	718.02	1675.38
		TOTAL			32773.64	900.00	33673.64	16836.82	5051.05	11785.77
15.	UTTAR PRADESH	27. KSHETRIYA KISAN GB	Stand alone	U.P.S.C.B	2410.78	100.00	2510.78	1255.39	376.62	878.77
		TOTAL			2410.78	100.00	2510.78	1255.39	376.62	878.77
		Grand Total			174097.17	5500.00	179597.17	89796.59	26939.58	62859.01

[Translation]

### **Expansion of Banking Services in Rural Areas**

1260. SHRI PANKAJ CHOWDHARY:  
SHRI SANTOSH GANGWAR:  
SHRI ANANTA NAYAK:  
PROF. M. RAMADASS:  
SHRI RAM KRIPAL YADAV:  
PROF. MAHADEORAO SHIWANKAR:  
SHRI G. KARUNAKARA REDDY:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has formulated any action plan for expansion of rural banks and providing better banking facilities in the rural areas;

(b) if so, the details thereof;

(c) the number of branches of public sector banks opened in rural areas during each of the last two years in the country. State-wise, and bank-wise;

(d) whether a number of public sector banks have closed their branches in the rural areas during the above period;

(e) if so, the details thereof and the reasons therefor, State-wise and bank-wise; and

(f) the steps taken/being taken by the Government to stop such closures and to develop best banking facilities in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Reserve Bank of India (RBI) under its branch authorization policy has given banks the freedom to select centres for opening of new branches. However, while granting approvals, RBI ensures that the approvals include centres in rural/underbanked districts also. Generally, all proposals for opening bank branches in underbanked districts/rural areas are considered favourably. Further, new private sector banks are required to ensure that at least 25% of their total branches are in semi-urban and rural centres on an on-going basis.

Further, a circular on "Financial Inclusion by Extension of Banking Services-Use of Business

Facilitators and Correspondents" dated January 25, 2006 was issued by the RBI to all banks, whereby, with the objective of ensuring greater financial inclusion and increasing the outreach of the banking sector, banks have been permitted to use the services of Non-Governmental Organizations/Self Help Groups, Micro Finance Institutions and other Civil Society Organizations as intermediaries in providing financial and banking services through the use of Business Facilitators and Business Correspondent models. The guidelines issued are primarily intended to help banks to extend their outreach and serve the rural masses even where they do not have any physical presence by way of branches.

(c) Statement-I containing details of number of bank branches opened in rural areas during the last two years is enclosed.

(d) to (f) Statement-II containing details of numbers of bank branches closed in rural areas by Public Sector Banks during the last two years is enclosed.

RBI has reported that it does not readily have information on the reasons for closure of these bank branches in rural areas. However, under the extant Branch Authorisation Policy, closure of even loss making branches at rural centres having single commercial bank branch (excluding Regional Rural Bank branch) is not permitted, as the closure would render the centre unbanked. The proposals for closure of a rural branch at a centre served by more than one commercial bank branch are required to be submitted to RBI by banks in the annual branch expansion plan after obtaining approval of District Consultative Committee. These proposals are considered by the RBI on a case to case basis and closure of rural branches is approved only under exceptional circumstances like adverse law and order situation, etc.

Further, in order to bring financially excluded population within the formal banking system, Government has taken a number of steps which *inter-alia* include: opening of 'no frills' account alongwith simplified procedure and limited overdraft facility without any collateral; one time settlement scheme for small borrowers; issue of General Credit Cards to eligible beneficiaries without security and scaling up IT initiatives in rural areas.

**Statement I*****State and Bank-wise Number of Rural Branches Opened by Public Sector Banks***

State Name	Bank Name	Opened During The Period	
		April 1, 2006- March 31, 2007	April 1, 2007- Dec. 31, 2007
1	2	3	4
Andhra Pradesh	Andhra Bank	1	-
	State Bank of India	1	-
	Andhra Bank	1	-
	Andhra Bank	2	-
	Syndicate Bank	1	-
	Andhra Bank	2	1
	Corporation Bank		1
	Indian Overseas Bank	1	-
Andhra Pradesh Total		9	3
Assam	State Bank of India	-	2
	State Bank of India	-	1
	State Bank of India	1	-
	State Bank of India	-	1
Assam Total		1	4
Bihar	State Bank of India	1	-
	Uco Bank	1	-
	Central Bank of India	-	1
	Central Bank of India	1	-
	State Bank of India	1	-
	Central Bank of India	1	-
	Bank of India	1	-
	Punjab National Bank	-	1
	Central Bank of India	1	-
Bihar Total		7	2

1	2	3	4
Chhattisgarh	State Bank of India	-	1
	State Bank of India	-	1
	State Bank of India	1	-
	Corporation Bank	-	1
	State Bank of India	-	1
Chhattisgarh Total		1	4
Delhi	Central Bank of India	1	-
	Corporation Bank	1	-
Delhi Total		2	-
Goa	Bank of Maharashtra	1	-
	Uco Bank	1	-
Goa Total		2	-
Gujarat	Bank of India	1	-
	Syndicate Bank	1	-
	Union Bank of India	1	-
	State Bank of Saurashtra	1	-
	Dena Bank	1	-
	State Bank of India	-	1
	State Bank of Saurashtra	1	-
	State Bank of India	-	-
	State Bank of Saurashtra	1	-
	State Bank of Saurashtra	1	-
	Bank of Baroda	-	1
	Indian Overseas Bank	1	-
	Bank of Baroda	-	1
Gujarat Total		9	3
Haryana	Central Bank of India	1	-
	Bank of India	-	1
	Oriental Bank of Commerce	1	-

1	2	3	4
	State Bank of India	1	-
	State Bank of Patiala	-	1
	Punjab National Bank	-	1
	Punjab National Bank	1	-
	Corporation Bank	-	1
	Vijaya Bank	-	1
Haryana Total		4	5
Himachal Pradesh	State Bank of India	1	-
	State Bank of Patiala	1	-
	State Bank of India	-	3
	State Bank of Patiala	1	-
	Syndicate Bank	1	-
	Uco Bank	1	-
	Punjab National Bank	2	-
	Central Bank of India	1	-
	Punjab National Bank	1	-
	Allahabad Bank	-	1
	Punjab National Bank	-	1
Himachal Pradesh Total		9	5
Jammu & Kashmir	Oriental Bank of Commerce	1	-
	State Bank of India	-	1
Jammu & Kashmir Total		1	1
Jharkhand	Allahabad Bank	1	-
	State Bank of India	-	1
	State Bank of India	1	-
Jharkhand Total		2	1
Karnataka	Canara Bank	-	1
	Vijaya Bank	1	-
	Corporation Bank	-	-



1	2	3	4
	Syndicate Bank	1	-
	Corporation Bank	-	1
	Vijaya Bank	-	1
	Syndicate Bank	2	-
	Vijaya Bank	1	-
	Syndicate Bank	3	-
<b>Karnataka Total</b>		<b>8</b>	<b>3</b>
<b>Kerala</b>	State Bank of Travancore	1	-
<b>Kerala Total</b>		<b>1</b>	<b>-</b>
<b>Madhya Pradesh</b>	State Bank of Indore	-	1
	Central Bank of India	-	1
	State Bank of India	-	1
	State Bank of Indore	-	1
<b>Madhya Pradesh Total</b>		<b>-</b>	<b>4</b>
<b>Maharashtra</b>	Uco Bank	1	-
	Bank of Maharashtra	-	1
	Indian Overseas Bank	1	-
	Union Bank of India	2	-
	Bank of Baroda	1	-
	Indian Overseas Bank	-	1
	Syndicate Bank	1	-
	Uco Bank	1	-
	Union Bank of India	1	-
	Bank of India	-	1
	Bank of Maharashtra	1	-
	Central Bank of India	1	-
	Bank of India	1	-
<b>Maharashtra Total</b>		<b>11</b>	<b>3</b>
<b>Meghalaya</b>	Bank of Baroda	1	-
<b>Meghalaya Total</b>		<b>1</b>	<b>-</b>

1	2	3	4
Mizoram	State Bank of India	1	-
Mizoram Total		1	-
Orissa	Uco Bank	1	-
	I.D.B.I. Ltd.	-	1
	State Bank of India	1	-
	Indian Overseas Bank	-	1
	State Bank of India	1	-
	Andhra Bank	-	1
	Punjab National Bank	-	1
	Punjab National Bank	-	1
	Andhra Bank	-	1
	State Bank of India	1	-
Orissa Total		4	6
Pondicherry	Indian Overseas Bank	2	-
	State Bank of India	-	1
Pondicherry Total		2	1
Punjab	State Bank of Patiala	-	1
	Indian Overseas Bank	1	-
	Oriental Bank of Commerce	3	-
	Punjab National Bank	1	-
	Syndicate Bank	1	-
	State Bank of Patiala	-	1
	Indian Overseas Bank	1	-
	Oriental Bank of Commerce	1	-
	Punjab National Bank	1	1
	Oriental Bank of Commerce	1	-
	State Bank of Patiala	-	1
	Punjab National Bank	-	1
	Punjab and Sind Bank	-	1
Punjab Total		10	6

1	2	3	4
Rajasthan	Bank of Baroda	1	-
	State Bank of Bikaner and Jaipur	1	-
	Bank of Baroda	-	1
	State Bank of Bikaner and Jaipur	-	1
	Allahabad Bank	1	-
	State Bank of Bikaner and Jaipur	-	1
	Bank of Baroda	1	-
	Bank of Baroda	-	1
	State Bank of Bikaner and Jaipur	1	-
Rajasthan Total		5	4
Sikkim	Central Bank of India	1	2
	Central Bank of India	-	1
Sikkim Total		1	3
Tamil Nadu	Central Bank of India	-	1
	Indian Overseas Bank	1	1
	Indian Bank	-	1
	Indian Overseas Bank	-	1
	Indian Bank	-	2
	Indian Overseas Bank	2	2
	State Bank of India	-	1
	Indian Overseas Bank	-	1
	Indian Overseas Bank	-	2
	Indian Overseas Bank	-	1
	Indian Overseas Bank	-	1
	Indian Bank	1	-
	State Bank of India	-	1
	Vijaya Bank	1	-
	Bank of India	1	-
	Indian Overseas Bank	1	-

1	2	3	4
	State Bank of India	-	1
	Indian Overseas Bank	1	1
	Indian Overseas Bank	1	-
	Indian Bank	1	-
	Indian Overseas Bank	1	1
Tamil Nadu Total		11	18
Uttar Pradesh	Bank of Baroda	-	1
	Punjab National Bank	-	1
	State Bank of India	-	1
	State Bank of India	-	1
	State Bank of India	-	1
	Bank of India	1	-
	Punjab National Bank	1	-
	Bank of India	-	2
	Punjab National Bank	-	1
	State Bank of India	-	1
	State Bank of India	-	1
	Uco Bank	1	-
	Bank of India	-	1
	State Bank of India	-	1
	Allahabad Bank	-	1
	Bank of Baroda	-	1
	Allahabad Bank	-	1
	Central Bank of India	1	-
	Allahabad Bank	1	-
	State Bank of India	1	-
	Bank of India	-	1
	State Bank of India	-	1
	State Bank of India	1	-
	Allahabad Bank	1	-
	Bank of India	1	-
	State Bank of India	-	-

1	2	3	4
	State Bank of India	-	1
	Allahabad Bank	-	1
	Bank of Baroda	-	1
Uttar Pradesh Total		9	20
Uttarakhand	Canara Bank	1	-
	Allahabad Bank	-	1
	Allahabad Bank	1	-
Uttarakhand Total		2	1
West Bengal	Syndicate Bank	-	-
	Syndicate Bank	1	-
	Allahabad Bank	-	1
	Allahabad Bank	-	1
	Syndicate Bank	1	-
	Canara Bank	-	1
	Uco Bank	1	-
West Bengal Total		3	3
Grand Total		116	100

Source: RBI

Notes: (i) Data on Bank Branches Exclude Administrative Offices.

(ii) Public Sector Banks Comprise of SBI &amp; Its 7 Associates and Nationalised Banks (Including IDBI Ltd).

(iii) (-): Denotes 'Nil'

(iv) "Rural" Population Group Includes Centres With Population Less Than 10,000.

**Statement II****State and Bank-wise Number of Rural Branches Closed/Merged/Converted by Public Sector Banks**

State Name	Bank Name	Closed during the Period	
		April 1, 2006- March 31, 2007	April 1, 2007- December 31, 2007
1	2	3	4
Assam	State Bank of India	-	1
Assam Total		-	1
Gujarat	Bank of Baroda	2	-
Gujarat Total		2	-

1	2	3	4
Jammu & Kashmir	State Bank of India	-	1
Jammu & Kashmir Total		-	1
Karnataka	State Bank of Mysore	1	-
Karnataka Total		1	-
Madhya Pradesh	Punjab National Bank	1	-
Madhya Pradesh Total		1	-
Maharashtra	Union Bank of India	1	-
Maharashtra Total		1	-
Manipur	State Bank of India	-	1
Manipur Total		-	1
Meghalaya	State Bank of India	-	1
Meghalaya Total		-	1
Mizoram	State Bank of India	-	5
Mizoram Total		-	5
Orissa	State Bank of India	1	-
Orissa Total		1	-
Uttarakhand	Punjab National Bank	1	-
Uttarakhand Total		1	-
West Bengal	State Bank of India	1	-
West Bengal Total		1	-
Grand Total		8	9

Source. RBI.

Notes: (i) Data on bank branches exclude administrative offices.

(ii) Public sector banks comprise of SBI & its 7 Associates and nationalised banks (including IDBI Ltd).

(iii) (-): Denotes 'Nil'.

(iv) "Rural" population group includes centres with population less than 10,000.

(v) Closed branches includes closed/merged/converted.

**Fake Currency**

1261. SHRI HEMMAL MURMU:  
 SHRIMATI JAYAPRADA:  
 SHRI UDAY SINGH:  
 SHRI RASHEED MASOOD:  
 SHRI CHANDRA MANI TRIPATHI:  
 SHRI RAGHUVVEER SINGH KOSHAL:  
 SHRI KIREN RIJJU:  
 DR. LAXMINARAYAN PANDEY:  
 SHRI S.K. KHARVENTHAN:

Will the Minister of FINANCE be pleased to state:

(a) the details of instances where fake currency has been recovered in Automated Teller Machines (ATMs) and banks during each of the last three years;

(b) whether the Reserve Bank of India (RBI) has recently asked all the banks to take stringent measures for preventing circulation of fake currency notes including those withdrawn from ATMs;

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

(d) whether the circulation of the fake currency has effected the economy of the country; and

(e) if so, to what extent and the manner in which the circulation of fake currency in the country is likely to be checked?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Reserve Bank of India (RBI) has reported that during the year 2005 and 2006, the bank had received following complaints from the public/media regarding fake currency notes from ATMs:

- (i) A customer reportedly received 20 counterfeit pieces in the denomination of Rs. 500/- from ICICI Bank, Karunagapally Branch through ATM replenished by Kollam branch of ICICI Bank.
- (ii) A customer at Kolkata was reported to have detected a counterfeit note in the denomination of Rs. 100/- from ATM of HDFC Bank, Kolkata.

During the year 2007, seven cases were reported to RBI by seven different banks *i.e.* Central Bank of India, Indusind Bank, State Bank of India, HDFC Bank, ABN Amro Bank, ICICI Bank and IDBI Bank. In each

bank, one counterfeit piece in the denomination of Rs. 500/- had been detected.

(b) and (c) Yes, Sir. RBI has issued instructions to banks to ensure that only sorted and examined reissuable bank notes are put into circulation through their counters and ATMs. All the currency chest maintaining branches have been equipped with Note Sorting Machines, which detect the counterfeit notes. Banks have also been asked by RBI to strengthen the checks and safeguards both during the processing as well as transport of bank notes to ATMs and payments made at their counters. Posters on 'Know Your Banknotes' have been supplied to bank branches for display for the benefit of the customers.

(d) and (e) The circulation of fake currency is a cause of concern to the Government. However, the number of counterfeit notes detected in the banking system is very nominal compared to the notes in circulation. RBI has taken steps to check the circulation of fake currency in the country by ensuring optimum utilization of Note Sorting Machines installed at all currency chest branches and increasing the awareness of the public in identifying a genuine bank note through training/workshops and issue of posters. RBI has also set up dedicated cells for monitoring and analysis of counterfeit notes detected at the bank branches, which will be an input for implementing further measures, as required.

*[English]*

**Setting up of Rape Crisis Centre**

1262. SHRI M. SHIVANNA:  
 SHRIMATI MANORAMA MADHAVRAJ:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government proposes to set up rape crisis centres in the country to provide Legal Guidance to rape victims;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) There is no such proposal at present.

(b) Does not arise.

(c) This is left to the initiative of the State Governments.

*[Translation]*

#### **Regularisation of Unauthorised Colonies in Delhi**

1263. SHRI MOHAN SINGH:  
DR. CHINTA MOHAN:  
SHRI RAMJI LAL SUMAN:  
SHRI RAMDAS ATHAWALE:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi Government has requested the Union Government to regularise some unauthorised residential colonies in Delhi;

(b) if so, the details of such colonies, and the criterion adopted for regularisation;

(c) the time by which the said residential colonies are likely to be regularised;

(d) whether the Government is considering any proposal to accord legal status to the residential areas constructed upto January 1, 2006 in Delhi; and

(e) if so, the details thereof?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. Government of NCT of Delhi (GNCTD) has forwarded a tentative list of 1409 unauthorized colonies which have applied for regularization in response to the public notice issued by the GNCTD. Those colonies which fulfil the conditions laid down in the guidelines for regularization shall be eligible for regularization.

(c) Clause 4.2 (i) of revised guidelines 2007 issued by the Government of India on 5 October, 2007 stipulate that after the receipt of the applications for regularization, the entire process of regularization of colony by GNCTD except change in land use is to be completed within six months and formal regularization after effecting change in land use within nine months. In case the time limit prescribed above needs relaxation in respect of some colonies, the Lt. Governor, Delhi may relax the time limit on specific request of GNCTD.

However, as per clause 5.4 of the revised guidelines 2007, GNCTD may commence the development works and augmentation of infrastructure facilities in public interest in colonies/parts of colonies soon after the receipt of layout plan, if it is satisfied that these colonies or parts thereof fulfil the general principles contained in these guidelines.

As per clause 4.1 of the revised guidelines 2007 'Habitations' existing as on 31.3.2002 that have come up as extension to village abadi and have not been notified as Lal Dora extension to village abadi would be eligible for regularization on the same lines as unauthorized colonies/subject to meeting the requirements of Regulations framed pursuant to these guidelines.

(d) and (e) The National Capital Territory of Delhi Laws (Special Provisions) Act, 2007 vide Section 3 (2) (ii) provides that status-quo shall be maintained in respect of unauthorized colonies, village abadi area and its extension, which existed on the 31st day of March 2002 and where construction took place even beyond that date and upto the 8th day of February, 2007.

#### **Central Assistance for Housing for Poor**

1264. SHRI KASHIRAM RANA:  
SHRI RAJNARAYAN BUDHOLIA:  
SHRI M. ANJAN KUMAR YADAV:

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

(a) whether any central assistance is being provided to the States for providing accommodation to the people belonging to the economically weaker and poor sections of the society living in urban areas;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) The Government has launched the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) with the basic objective of holistic slum development, with a nnnnnnn and enabling environment, by providing adequate shelter and basic infrastructure facilities to the slum dwellers of the identified urban areas. Additional Central Assistance is provided to States for taking up projects for housing and infrastructural facilities



for the urban poor in 63 select cities in the country under the Sub-Mission on Basic Services to the Urban Poor (BSUP). Other cities and towns are covered under Integrated Housing and Slum Development Programme (IHSDP).

(b) State-wise details of projects approved under BSUP and IHSDP are given in the enclosed statement.

(c) Does not arise.

**Statement**

*JNNURM-Basic Services to the Urban Poor (Sub Mission II)*

*Total Projects Approved*

(Rupees in crores)

Sl. No.	Name of the State/UT	No. of Mission Cities	Projects Approved	Total Project Cost Approved	Total number of dwelling units Approved	Total Central Share Approved	Total State Share Approved	1st installment sanctioned (25% of Central Share)	2nd installment sanctioned	Total ACA released by M/o Finance
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	3	19	1707.78	93995	848.92	860.86	211.73	21.14	195.72
2.	Arunachal Pradesh	1	1	4.10	100	3.36	0.75	0.84	0.00	0.84
3.	Assam	1	1	53.95	1232	48.56	5.40	12.14	0.00	0.00
4.	Chandigarh (UT)	1	2	564.94	25728	396.13	168.81	99.03	0.00	0.00
5.	Chhattisgarh	1	4	391.45	27976	312.18	79.26	78.05	0.00	78.05
6.	Bihar	2	9	367.72	14596	179.54	188.18	44.89	0.00	35.21
7.	Delhi	1	8	1445.33	55280	601.69	843.64	150.42	0.00	150.42
8.	Gujarat	4	13	1268.87	87504	612.93	655.94	153.25	28.32	161.83
9.	Haryana	1	2	64.23	3248	31.18	33.05	7.79	0.00	7.79
10.	Himanchal Pradesh	1	1	9.99	252	7.05	2.94	1.76	0.00	1.76
11.	Jammu and Kashmir	2	2	105.17	5208	84.88	20.29	21.22	0.00	21.22
12.	Jharkhand	2	3	122.12	4732	86.95	35.16	21.74	0.00	6.32
13.	Karnataka	2	7	510.27	21846	272.97	237.30	68.24	0.00	68.24
14.	Kerala	2	6	304.12	22208	202.39	101.73	50.65	0.00	36.06
15.	Madhya Pradesh	4	19	520.68	33289	256.67	264.00	64.17	3.49	67.66
16.	Maharashtra	5	36	4135.48	130612	1932.11	2203.36	483.03	46.36	422.90
17.	Meghalaya	1	2	30.44	600	23.77	6.67	5.94	0.00	5.94
18.	Mizoram	1	1	13.76	200	10.40	3.36	2.80	0.00	2.80

1	2	3	4	5	6	7	8	9	10	11
19.	Nagaland	1	1	134.50	3504	105.60	28.90	26.40	0.00	26.40
20.	Orissa	2	5	67.17	2316	48.77	18.40	12.19	0.00	10.51
21.	Punjab	2	2	72.43	5152	36.15	36.28	9.04	0.00	9.04
22.	Puducherry	1	1	37.38	1136	28.05	9.33	7.01	0.00	7.01
23.	Rajasthan	2	2	277.14	17337	169.20	107.95	42.30	0.00	42.30
24.	Sikkim	1	1	3.25	52	2.79	0.46	0.70	0.00	0.70
25.	Tamil Nadu	3	24	2134.11	85807	947.36	1186.75	236.84	0.00	175.22
26.	Tripura	1	1	16.73	256	13.96	2.77	3.49	0.00	3.49
27.	Uttar Pradesh	6	9	394.73	20184	182.23	212.51	45.56	0.00	43.86
28.	Uttarakhand	2	3	13.58	324	10.66	2.92	2.66	0.00	1.94
29.	West Bengal	2	66	1936.93	96343	929.36	1007.41	232.34	0.00	185.56
TOTAL		58	251	16708.32	760817	8383.82	8324.34	2096.03	99.31	1768.59

*Integrated Housing and Slum Development Programme (IHSDP)**Total Projects Approved*

(Rupees in crores)

Sl. No.	Name of the State	No. of Projects Approved	Total Project Cost Approved	Total number of dwelling units Approved	Total Central Share Approved	Total State Share Approved	1st instalment (50% of Central Share approved)	Total ACA released by M/o Finance
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	57	687.26	29257	511.12	176.11	255.56	255.56
2.	Assam	12	38.31	5393	33.11	5.20	16.79	16.55
3.	Bihar	10	80.73	6500	59.76	20.96	24.46	29.88
4.	Chhattisgarh	14	176.50	14846	122.01	54.49	61.00	61.00
5.	Gujarat	23	227.49	18405	153.13	74.36	76.57	58.99
6.	Haryana	15	238.84	14641	182.96	55.88	91.48	91.48
7.	Jammu and Kashmir	10	42.40	2654	32.23	10.17	16.12	16.12
8.	Jharkhand	1	19.67	1292	15.58	4.09	7.79	

1	2	3	4	5	6	7	8	9
9.	Karnataka	25	240.27	13053	145.76	94.51	73.55	52.92
10.	Kerala	25	115.57	10251	87.85	27.72	43.92	40.58
11.	Madhya Pradesh	33	241.89	17164	171.07	70.82	86.21	85.54
12.	Rajasthan	29	291.06	20588	213.02	78.04	106.51	90.09
13.	Maharashtra	32	362.95	29265	278.76	84.19	139.38	108.24
14.	Nagaland	1	87.74	2496	44.14	43.60	22.07	22.07
15.	Orissa	11	71.30	4269	68.46	27.33	34.24	0.00
16.	Punjab	2	42.40	3938	25.55	16.86	12.77	3.58
17.	Tamil Nadu	30	225.67	19763	169.19	56.47	84.60	77.40
18.	Tripura	1	7.19	400	6.33	0.86	3.17	3.17
19.	Uttar Pradesh	8	29.01	2032	22.11	6.91	11.05	11.05
20.	Uttarakhand	2	5.85	231	2.91	2.95	1.45	1.45
21.	West Bengal	50	476.55	28072	346.90	129.65	173.45	102.70
TOTAL		391	3708.67	244510	2691.95	1041.17	1342.15	1128.38

*[English]***Availability of Drinking Water**

1265. SHRI MADAN LAL SHARMA:  
 PROF. M. RAMADASS:  
 PROF. MAHADEORAO SHIWANKAR:  
 SHRI KIREN RIJJU:  
 SHRIMATI SANGEETA KUMARI SINGH  
 DEO:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has conducted any survey to identify the villages lacking quality drinking water;

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

(c) whether the Government has set up monitoring committees at the Centre and the State level to ensure the availability of quality drinking water in the rural areas;

(d) if so, the guidelines issued by the Union Government to State Governments in this regard; and

(e) the time by which all the villages in the country will get quality drinking water?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) As per water quality survey conducted by States and reported in their Bharat Nirman Action Plan as on 1.4.2006, there were 1,95,813 habitations affected with various chemical contamination in excess of permissible standards in drinking water sources in the rural area of the country. State-wise and contamination-wise details are given in the enclosed statement.

(c) and (d) Government of India has also brought out guideline on "Revised Sub-Mission on Water Quality" to tackle water quality problems in the rural areas of the country. As per these guidelines, the State Level Scheme Sanctioning Committees have to be formed to consider and approve projects for tackling water quality problems.

(e) Bharat Nirman Action Plan, envisages to address all water quality affected habitations by March, 2009.

**Statement***Water Quality habitations as on 1.4.2006 as reported by State Governments*

State/UT	Habitations Affected by						
	Fluoride	Salinity	Iron	Arsenic	Nitrate	Multiple	Total
1	2	3	4	5	6	7	8
Andhra Pradesh	1497	1058	0	0	0	0	2555
Bihar	383	0	21540	794	2000	0	24717
Chhattisgarh	17	61	4932	11	0	0	5021
Goa	0	0	0	0	0	0	0
Gujarat	2563	1528	0	0	838	0	4929
Haryana	119	72	0	0	0	145	336
Himachal Pradesh	0	0	0	0	0	0	0
Jharkhand	1159	0	129	18	1	41	1348
Jammu and Kashmir	0	0	47	0	0	67	114
Karnataka	5000	0	6633	0	4077	4460	20170
Kerala	34	86	564	0	78	105	867
Madhya Pradesh	3282	279	105	0	33	153	3852
Maharashtra	2748	1424	2491	0	4552	0	11215
Orissa	794	651	26136	0	0	435	28016
Punjab	588	1289	164	0	0	0	2041
Rajasthan	6992	4428	131	0	7693	12639	31883
Tamil Nadu	452	61	68	0	104	735	1420
Uttaranchal	0	0	0	0	0	0	0
Uttar Pradesh	2077	612	2375	0	11	1302	6377
West Bengal	665	811	11883	5408	0	0	18767
Andaman and Nicobar Islands	0	0	16	0	0	10	26
Dadra and Nagar Haveli	0	0	0	0	0	0	0
Daman and Diu	0	0	0	0	0	0	0
Delhi	0	0	0	0	0	0	0
Lakshadweep	0	0	0	0	0	0	0

1	2	3	4	5	6	7	8
Pondicherry	0	65	17	0	0	0	82
Chandigarh	0	0	0	0	0	0	0
<b>Total</b>	<b>28370</b>	<b>12425</b>	<b>77231</b>	<b>6231</b>	<b>19387</b>	<b>20092</b>	<b>163736</b>
<b>NE States</b>							
Arunachal Pradesh	0	0	353	0	0	213	566
Assam	680	0	23841	730	0	2950	28181
Manipur	0	0	37	0	0	0	37
Meghalaya	0	0	124	0	0	0	124
Mizoram	0	0	26	0	0	0	26
Nagaland	0	0	136	0	0	0	136
Sikkim	0	0	76	0	0	0	76
Tripura	0	0	2653	106	0	172	2931
<b>Total</b>	<b>660</b>	<b>0</b>	<b>27246</b>	<b>836</b>	<b>0</b>	<b>3335</b>	<b>32077</b>
<b>Grand Total</b>	<b>29030</b>	<b>12425</b>	<b>104477</b>	<b>7067</b>	<b>19387</b>	<b>23427</b>	<b>195813</b>

**Law Commission Recommendations on Marriageable Age**

1266. SHRI ANANDRAO VITHOBA ADSUL:  
SHRI SHISHUPAL N. PATLE:  
SHRI ADHALRAO PATIL SHIVAJIRAO:  
SHRI M. RAJA MOHAN REDDY:  
DR. K.S. MANOJ:

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

(a) whether the Law Commission has suggested that the marriageable age for boys and girls be fixed uniformly at 18, as reported in the *Hindu* dated February 07, 2008;

(b) if so, the details thereof and the action taken by the Government;

(c) whether Government has deemed fit to constitute any Group to study the recommendations in view of psycho-socio reasons and rising population; and

(d) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) Yes, Sir.

(b) to (d) The Law Commission of India in its 205th report on "Proposal to Amend the Prohibition of Child Marriage Act, 2006 and other Allied Laws" (2008) has recommended that the age of marriage for both boys and girls should be 18 years. The 25th Report of the Law Commission is available on the Law Commission's Website i.e. [www.lawmin.nic.in](http://www.lawmin.nic.in). The Report is under examination.

**Implementation of SJSRY In Andhra Pradesh**

1267. SHRI BADIGA RAMAKRISHNA: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) the details of towns covered under Swarna Jayanti Shahari Rojgar Yojana (SJSRY) in the State of Andhra Pradesh;

(b) the details of gainful employment opportunities created to the urban unemployed and under-employed poor in the State of Andhra Pradesh during the last two years; and

(c) the number of self-employment ventures set up by poor youth under this Scheme in the State during the last two years, year-wise and town-wise?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) As reported by the State

Government of Andhra Pradesh in Quarterly Progress Reports (QPRs), the total number of towns covered under Swarna Jayanti Shahari Rozgar Yojana in the State of Andhra Pradesh is 117.

(b) and (c) Under Swarna Jayanti Shahari Rozgar Yojana (SJSRY) towns-wise data is not maintained at the Central level. The total number of beneficiaries assisted under Swarna Jayanti Shahari Rozgar Yojana (SJSRY) in the State of Andhra Pradesh during last two years, year-wise, as reported by State Government in their Quarterly Progress Reports (QPRs) are as under:-

	2005-06	2006-07
Number of urban poor assisted to set up individual micro enterprises for self employment	1737	685
Number of urban poor women assisted to set up group enterprises under Development of Women and Children in Urban Areas (DWCUA) component	4150	4150
Number of urban poor imparted skill training	11613	4945

#### **Duping of Investors' Money by Companies**

1268. SHRI P.C. THOMAS: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the Government is aware of the alleged fraud, corruption and misutilisation of investors' money by a company registered under the company Act for setting up a tyre factory near Pala in Kottayam district of Kerala;

(b) if so, the details thereof;

(c) whether any enquiry is pending against such a venture for malpractice and cheating including fraud;

(d) if so, the details thereof; and

(e) whether the Government has taken steps to curb such activities by such companies, if so, the details thereof?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) No, Sir.

(b) to (e) Do not arise.

#### **Restriction on Lawyers to become Judges**

1269. SHRI M. APPADURAI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Union Government has any proposal to ban the lawyers who are the member/office-bearers of any political party to become District Judge/High Court Judge/Supreme Court Judge; and

(b) if so, the details thereof?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ): (a) and (b) There is no such proposal in so far as higher judiciary is concerned.

Under Article 235 of the Constitution of India, the administrative control over the Members of the subordinate judiciary in the States, including the appointments, vests with the concerned High Court and the State Government.

#### **Mode of Calculation of Inflation**

1270. SHRIMATI JAYAPRADA: Will the Minister of FINANCE be pleased to state:

(a) the details of the inflation rate during the first nine months of the financial year 2007-08;

(b) the rationale behind the calculation of inflation on the basis of the Wholesale Price Index (WPI) instead of the Consumer Price Index (CPI);

(c) whether the Government proposes to shift the base for calculation of inflation to CPI from WPI; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) Inflation rates, measured in terms of Wholesale Price Index for all commodities (WPI-AC) and Consumer Price Indices for Industrial workers (CPI-IW), Urban-Non-Manual Employees (CPI-UNME), Agricultural Labourers (CPI-AL) and Rural Labourers (CPI-RL) in the Current financial year (2007-08) are indicated in Table 1.

**Table 1 : Annual inflation rates (per cent)**

Month- Year Base	WPI 1993-94=100	CPI-IW 2001=100	CPI-UNME 1984-85 =100	CPI-AL 1986-87=100	CPI-RL 1986-87=100
Apr-07	6.3	6.7	7.7	9.4	9.1
May- 07	5.5	6.6	6.8	8.2	7.9
Jun-07	4.5	5.7	6.1	7.8	7.5
Jul-07	4.7	6.5	6.9	8.6	8.0
Aug-07	4.1	7.3	6.4	8.8	8.5
Sep-07	3.5	6.4	5.7	7.9	7.6
Oct-07	3.1	5.5	5.5	7.0	6.7
Nov-07	3.3	5.5	5.1	6.2	5.9
Dec-07	3.6(P)	5.5	5.1	5.9	5.6
Jan-08	3.9(P)	5.5	4.8	5.6	5.9

P: Provisional.

The four consumer price indices (CPIs) are specific to a group of consumers. The commodity basket and weights for these indices is derived based on group-specific consumer expenditure surveys. The Wholesale Price Index (WPI) is an economy wide index covering 435 commodities. Weights of these commodities are derived based on the value of quantities traded in the domestic market. It is a more comprehensive measure of economy-wide inflation available with high frequency.

#### **Rehabilitation of Tribal Families**

1271. SHRI ABU AYES MONDAL: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has rehabilitated tribal families to promote forest based economy in the country; and

(b) if so, the details thereof alongwith the amount of assistance provided during the last three years; State wise?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) There is no such Scheme in the Ministry for rehabilitation of tribal families to promote forest based economy in the country.

(b) Does not arise.

**Strike by Public Sector Banks**

1272. SHRI NAND KUMAR SAI:  
SHRI GURUDAS DASGUPTA:  
SHRI SURAVARAM SUDHAKAR REDDY:  
SHRIMATI JHANSI LAKSHMI BOTCHA:  
SHRI BRAJA KISHORE TRIPATHY:

Will the Minister of FINANCE be pleased to state:

(a) whether the employees of Public Sector Banks went on strike in January, 2008;

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

(c) whether the Government has made any assessment in regard to financial loss due to such strike;

(d) if so, the details thereof; and

(e) the steps taken by the Government to check the recurrence of such strikes by the Public Sector Banks in the future?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) On the call of United Forum of Bank Unions (UFBU), the employees of Public Sector Banks (PSBs) were on strike for a day on the 25th January, 2008 in support of their demands, namely, opposing merger of PSBs; second option of pension; restoration of compassionate appointment scheme; recruitment in PSBs; stoppage of outsourcing; and early settlement of wage-revision.

(c) to (e) The financial losses suffered due to strike are not possible to estimate. However, the business is affected on account of the non-functioning of the Clearing Houses. The Chief Labour Commissioner (Central) holds conciliation proceedings with the Unions from time to time to resolve the issues, so as to avert the strikes.

**Setting up of Special Courts for Rape Cases**

1273. SHRIMATI MANORAMA MADHAVRAJ: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether the Government proposes to set up Special Courts to try rape cases for speedy justice as the number of rape victims in the country is increasing alarmingly;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): (a) to (c) There is no such proposal at present to set up special courts to try rape cases. However, State Governments have been requested to dispose of the cases relating to women, particularly those arising out of their sexual abuse and cruelties in marriage, on top most priority by transferring them to one of the Fast Track Courts unless arrangements exist for their expeditious disposal.

**Rural Electrification**

1274. SHRI ANANTA NAYAK:  
SHRI RAMCHANDRA PASWAN:  
SHRI P. MOHAN:  
SHRI JASUBHAI DHANABHAI BARAD:  
SHRI GANESH SINGH:  
SHRI RAM KRIPAL YADAV:  
SHRI SUGRIB SINGH:  
SHRI KISHANBHAI V. PATEL:  
SHRI CHANDRA BHUSHAN SINGH:  
SHRIMATI NIVEDITA MANE:  
SHRI ANIRUDH PRASAD ALIAS SADHU  
YADAV:  
SHRI SARVEY SATYANARAYANA:  
SHRI V.K. THUMMAR:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRI MILIND DEORA:  
SHRI TUKARAM GANGADHAR GADAKH:  
SHRI MADHU GOUD YASKHI:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to grant Rs. 540 crore for distributing power in remote and inaccessible areas in the country through Decentralized Distribution Generation (DDG) projects as reported in the *Mint* dated February 13, 2008; and

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

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) Yes, Sir. The Government has sanctioned Rs. 540 crore as subsidy in XI Plan under Rajiv Gandhi Grameen Vidyutikaran Yojana for rural electrification in remote and inaccessible areas in the country through Decentralized Distribution Generation (DDG) projects.



### Installation of Solar Water Heating System

1275. SHRI M. SHIVANNA: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Model Regulation/Bye-Laws which make mandatory the installation of Solar Water Heating System in certain categories of buildings have been implemented in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which these are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) A model regulation/bye-laws was circulated by the Ministry of Urban Development to all State/Union Territory Governments with a view to make the installation of solar water heating systems mandatory in certain categories of buildings. Based on this, 18 States have issued necessary orders to their Urban Local Bodies. 26 Municipal Corporations/Development Authorities in seven States have so far amended their building bye-laws.

(c) and (d) Does not arise.

### Credit Flow to Micro, Small and Medium Industry

1276. SHRI SUBRATA BOSE:  
SHRI N.S.V. CHITTHAN:  
SHRI RUPCHAND PAL:  
SHRI G. KARUNAKARA REDDY:  
SHRI G.M. SIDDESWARA:  
SHRIMATI BHAVANA PUNDALIKRAO  
GAWALI:

Will the Minister of FINANCE be pleased to state:

(a) whether the credit flow from public sector banks and private sector banks has increased to the Micro, Small and Medium Industry over a period of time;

(b) if so, the details thereof during each of the last three years, State-wise;

(c) the loans granted under the different rates of interest schemes and recovered by Public Sector Banks from the above industry during the above period, State-wise and bank-wise;

(d) the details of Non Performing Assets (NPA) in respect of the Small and Medium Industry borrowers *vis-a-vis* the large industry;

(e) whether the Government proposes to give special package to each State in this regard including reduction in interest rate particularly for West Bengal; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. The credit flow to the Micro, Small and Medium Industry has been showing an upward trend. Compilation of data by the Reserve Bank of India (RBI) for the Small and Medium Enterprises was started only after March, 2006. However, as reported by RBI, the total outstanding amount of credit to the Small Scale Industry (SSI) sector by the Public Sector Banks during the last three years is as under:

(Amounts in Rs. crore)

Year	March, 2005	March, 2006	March, 2007
Advances to SSI sector	68,000	82,434	1,27,323

The total advance granted by private sector banks to SSI sector during the last three years from March, 2005 to March, 2007 is as under:

(Amounts in Rs. crore)

Year	March, 2005	March, 2006	March, 2007
Advance to SSI sector	8,668	10,447	13,063

State-wise data showing total advances granted by public sector banks to SSI sector during the last three years is given in the enclosed statement.

(c) The total number of loans, amount outstanding and recovery position by public sector banks under the Differential Rates of Interest (DRI) Scheme for last three years *i.e.* 2005, 2006 and 2007 is as under:

Year ending	No. of accounts (in lakh)	Amount outstanding (Rs. in crores)	Amount recovered (Rs. in crores)
2005	1.94	385.27	120.01
2006	2.44	490.22	152.03
2007	1.52	634.46	148.39

(d) The amount of Non Performing Assets (NPA) of the SSI sector in the books of Public Sector Banks for the last three years *viz.* 2005, 2006 and 2007 is Rs. 7,835 crore, Rs. 6,917 crore and Rs. 5,843 crore respectively.

The amount of Non Performing Assets (NPA) of the SSI sector in the books of Private Sector Banks for the last three years *viz.* 2005, 2006 and 2007 is Rs. 97.39 crore, Rs. 80.74 crore and Rs. 64.45 crore respectively.

(e) and (f) Reserve Bank of India has deregulated

the interest rates on advances above Rs. 2 lakh, including loans to small and micro industrial enterprises in 1994. These interest rates are determined by the banks themselves with the approval of their Boards. As regards the special package to SME Sector the Government (in the Ministry of MSME) has initiated some steps to enable the Micro and Small Enterprises (MSEs) to grow vertically rather than exhibit the current pattern of horizontal growth. These steps *inter alia*, include:

- (i) enabling MSEs to obtain 15% subsidy for adoption of 48 currently identified modern technologies by availing financial assistance of up to Rs. 1 crore under the Credit Linked Capital Subsidy Scheme.
- (ii) assistance for the upgradation of infrastructure in industrial clusters under the Micro and Small Enterprises Cluster Development Programme (MSE-CDP).

#### **Statement**

#### *Public Sector Banks' Advances to Small Scale Industries Sector*

(Amount in Rs. Crore)

State/Region	2005 Amount outstanding	2006 Amount outstanding	2007 Amount outstanding
1	2	3	4
Haryana	2778.48	3527.83	4631.79
Himachal Pradesh	306.05	408.62	695.83
Jammu and Kashmir	219.80	260.01	753.62
Punjab	4896.90	5838.49	7624.30
Rajasthan	2252.14	2638.93	3740.47
Chandigarh	448.27	742.35	1218.09
Delhi	5770.54	6288.44	9186.29
Northern Region	16672.18	19704.67	27850.39
Assam	387.76	580.05	850.63
Manipur	27.04	26.09	39.20
Meghalaya	144.60	43.41	90.73

1	2	3	4
Nagaland	37.05	37.64	73.25
Tripura	42.15	35.90	58.16
Arunachal Pradesh	11.98	13.11	15.44
Mizoram	39.65	11.68	49.62
Sikkim	24.35	14.43	29.51
North Eastern Region	714.58	762.31	1206.54
Bihar	646.48	711.58	886.15
Jharkhand	729.87	944.56	1316.55
Orissa	1020.68	1276.59	1941.73
West Bengal	3872.22	4894.64	6945.01
Andaman and Nicobar Islands	33.12	11.01	11.18
Eastern Region	6302.37	7838.38	11100.61
Madhya Pradesh	1992.84	2461.96	2988.99
Chhattisgarh	670.97	852.65	1424.35
Uttar Pradesh	5287.15	6501.78	7905.73
Uttaranchal	517.29	577.64	916.84
Central Region	8468.29	10394.04	13235.92
Gujarat	4066.63	4719.92	8086.38
Maharashtra	12408.11	15765.32	30457.39
Daman and Diu	32.50	27.11	34.32
Goa	473.98	299.67	506.53
Dadra and Nagar Haveli	6.91	23.66	29.43
Western Region	16988.13	20835.69	39114.05
Andhra Pradesh	4345.24	5088.80	6834.16
Karnataka	3770.21	4665.46	6630.61
Kerala	1906.68	2415.80	4135.13
Tamil Nadu	8691.56	10638.53	17002.16
Pondicherry	140.18	90.05	212.61
Lakshadweep	0.26	0.34	0.35
Southern Region	18854.27	22898.97	34815.02
All India	68000.80	82434.05	127322.53

**Fake Notes by ATM**

1277. SHRI P. MOHAN:  
SHRI RAYAPATI SAMBASIVA RAO: .

Will the Minister of FINANCE be pleased to state:

(a) whether the work of replenishing the currencies in ATMs by Public Sector Banks/Nationalised Banks has been outsourced to the private agencies;

(b) if so, whether there is any mechanism to monitor such agencies to prevent the possible fake currencies getting mixed up with genuine notes;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) Banks are not required to seek permission from Reserve Bank of India for outsourcing any of their activities. However, Reserve Bank of India has issued guidelines on managing risks and code of conduct in outsourcing financial services by banks. Instructions have been issued to banks to ensure that only sorted and examined bank notes are put into circulation through their counters and ATMs. Banks have also been advised to strengthen the checks and safeguards both during the processing as well as transport of bank notes to ATMs. Steps taken by Government/RBI to check the circulation of counterfeit notes, *inter-alia*, include: -

- (i) Addition of new/additional security features to bank notes.
- (ii) Greater coordination by the Reserve Bank with the investigating agencies like the Intelligence Bureau and the Central Bureau of Investigation as well as State Police Authorities for concerted action against the counterfeiters.
- (iii) Training Programmes for detecting counterfeit currency are regularly undertaken by Reserve Bank of India.

**Decline in Sex Ratio**

1278. MS. INGRID MCLEOD:  
SHRI DALPAT SINGH PARSTE:  
SHRI BACHI SINGH RAWAT "BACHDA":  
SHRI A. SAI PRATHAP:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether there is serious decline in the sex ratio in the country particularly in some of the States in Northern India;

(b) if so, details thereof as on date, State-wise and reasons therefor; and

(c) the steps contemplated to correct the sex ratio which is already skewed against the women?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) As per information received from Ministry of Health and Family Welfare, the sex ratio (number of females per thousand males) has increased from 927 to 933 from 1991 to 2001. However, the child sex ratio has declined from 945 to 927 during the same period.

(b) The census 2001 figures further reveal that the child sex ratio (number of females per thousand males) in the Northern States is as follows Punjab (798), Haryana (819), Chandigarh (845), Delhi (868), Himachal Pradesh (896) and Uttar Pradesh (916). Some of the reasons commonly put forward to explain the low level of sex ratio are son preference, neglect of the girl child resulting in higher mortality at younger age, female infanticide, female foeticide, higher maternal mortality and male bias in enumeration population. Easy availability of the sex determination tests may also be proving to be catalyst in the process, which may be further stimulated by pre-conception sex selection facilities.

(c) The Ministry of Health and Family Welfare has taken action on strengthening the Pre-Conception and Pre-Natal Diagnostic Techniques Act (PC and PNDT Act) as well as creating awareness on the issue through various IEC mechanisms. The Ministry of Women and Child Development is implementing the scheme of Dhanalakshmi - Conditional Cash Transfer for girl child

with Insurance Cover which includes cash transfers to the family of the girl child based on the fulfilment of four important conditionalities viz. birth and registration of the girl child, immunization, retention in school and delaying marriage beyond 18 years of age. The Ministry is also undertaking awareness and sensitization programmes.

#### Trading by FFIs In Share Market

1279. SHRI HITEN BARMAN: Will the Minister of FINANCE be pleased to state:

(a) whether there has been an increase in the number of Foreign Financial Institutions engaged in trading in share markets recently; and

(b) if so, the respective number of Foreign Financial Institutions and accounts associated therewith till January 31, 2008?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. There has been an increase in the number of Foreign Institutional Investors (FIIs) and sub accounts engaged in share market. The details regarding the number of FIIs and sub-accounts during the last five months till January 2008, as indicated by the Securities and Exchange Board of India are as under:

As at the end of	FIIs	Sub Accounts
January, 2008	1279	3795
December, 2007	1219	3644
November, 2007	1173	3558
October, 2007	1124	3470
September, 2007	1100	3388

#### Loan to Farmer

1280. SHRI JASUBHAI DHANABHAI BARAD:  
SHRI THAWAR CHAND GEHLOT:  
SHRI SURAVARAM SUDHAKAR REDDY:  
SHRIMATI C.S. SUJATHA:  
SHRI K. SUBBARAYAN:  
SHRI VIJOY KRISHNA:  
SHRI HARIKEWAL PRASAD:

Will the Minister of FINANCE be pleased to state:

(a) the targets set and achieved for the disbursement of loan to farmers during the last three years;

(b) the amount of loan to farmers disbursed and written off by Public Sector Banks during the last three years, State-wise and bank-wise;

(c) whether the percentage of loan to the farmers has been decreased during the said period;

(d) if so, the reasons therefor;

(e) whether the Government has conducted any study to analyse the reasons in this regard;

(f) if so, the outcome thereof;

(g) whether the loan to farmers has been decreased as the bank are investing in share market;

(h) if so, the details thereof alongwith the amount invested by PSB in the share market during the last three years, bank-wise; and

(i) the steps being taken by the Government to enhance loan to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The details of targets set and achieved for the disbursement of loan to farmers during the years 2004-05 to 2007-08 are as follows:

(Rs. in crore)

Year	Target	Achievements
2004-05	1,04,500	1,25,306
2005-06	1,41,000	1,80,486
2006-07	1,75,000	2,26,400
2007-08	2,25,000	*1,62,701

\*Provisional figures upto December, 2007.

(b) The details of loan disbursed to farmers by Public Sector Banks (PSBs) during the last three years, State-wise and Bank-wise are given in the enclosed statement-I and II respectively.

Data reporting System of Reserve Bank of India does not generate data regarding loans written off by PSBs to farmers.

(c) No, Sir.

(d) to (i) Do not arise.

**Statement I**

*Special Agricultural Credit Plan— Public Sector Banks Region-wise/State-wise flow of credit during the year 2004-2005, 2005-2006 and 2006-2007*

(Rs Cr)

Sl.No.	Name of bank	2004-2005		2005-2006		2006-2007	
		Target	Achievement	Target	Achievement	Target	Achievement
1	2	3	4	5	6	7	8
<b>South Zone</b>		20873.98	23833.79	31248.33	33124.13		
1.	Karnataka	4515.67	4829.77	6614.79	7252	9385.77	9365.34
2.	Andhra Pradesh	7276.93	8726.5	10880.06	10937.88	13944.13	14708.46
3.	Tamil Nadu	6584.46	7459.02	9986.63	10592.7	13843.14	15919.04
4.	Kerala	2413.34	2703.4	3605.88	4140.56	4978.42	5130.94
5.	Pondicherry	81.56	114.48	159.99	200.13	297.23	136.14
6.	Lakshadweep	2	0.62	1	1.15	1.5	1.15
<b>North Zone</b>		14429.74	19017.19	23943.32	28624.94		
7.	Rajasthan	1871.6	2328.2	3112.35	3395.11	4534.6	4340.37
8.	Punjab	6510.5	7695.93	9949.05	7957.76	10322.28	10969.27
9.	Himachal Pradesh	349.92	426.65	648.42	645.85	908.93	808.74
10.	Haryana	2961.76	3715.7	4887.61	4372.34	6105.99	5535.22
11.	Jammu and Kashmir	39.76	63.16	73.2	699.48	920.29	292.96
12.	Delhi	2438.73	3879.57	4597.76	10095.49	11384.74	9679.56
13.	Chandigarh	257.47	907.98	674.93	1458.91	850.24	2416.33
<b>Central Zone</b>		7759.85	8914.49	12038.24	12104.86		
14.	Uttar Pradesh	5017.4	5674.29	7635.12	7895.8	10960.12	10922.69
15.	Uttaranchal	396.37	344.97	490.38	513.73	723.08	867.57
16.	Madhya Pradesh	2082.32	2628.89	3590.82	3304.89	4834.65	4705.49
17.	Chhattisgarh	263.76	266.34	321.92	390.44	511.36	748.01
<b>West Zone</b>		7313.48	7737.53	10271.62	10639.54		
18.	Maharashtra	4057.89	4040.8	5416.68	5885.04	8150.08	7478.9
19.	Gujarat	3200.4	3625.39	4710.81	4645.68	5994.55	5841.32
20.	Goa	53.74	70.53	143.18	108.71	168.59	161.31

1	2	3	4	5	6	7	8
21.	Dadra and Nagar Haveli	1.15	0.76	0.85	0.1	0.26	7.4
22.	Daman and Diu	0.3	0.05	0.1	0.01	0.07	7.2
<b>East Zone</b>		<b>3833.52</b>	<b>4404.43</b>	<b>5983.5</b>	<b>5874.51</b>		
23.	Bihar	907.38	1092.21	1482.36	1430.38	2097.85	1710.61
24.	Jharkhand	251.45	310.34	397.74	416.56	568	488.23
25.	Orissa	576.84	709.57	903.27	970	1302.05	1415.34
26.	West Bengal	2084.73	2285.13	3184.91	3034.55	4442.46	4173.81
27.	Sikkim	8.87	4.62	8.85	9.85	20.21	10.91
28.	Andaman and Nicobar Islands	4.25	2.56	6.37	13.17	8.35	58.39
<b>North East Zone</b>		<b>383.89</b>	<b>298.15</b>	<b>440.62</b>	<b>488.02</b>		
29.	Assam	261.77	200.89	297.1	330.83	425.87	282.86
30.	Nagaland	7.23	16.97	25.38	20.86	28.43	27.02
31.	Manipur	2.44	15.62	22.13	41.43	43.53	29.82
32.	Tripura	38.58	25.14	34.24	53.25	65.99	61.56
33.	Mizoram	4.72	8.69	12.99	7.24	12.4	18.73
34.	Meghalaya	65.85	19.05	30.21	23.35	35.06	23.94
35.	Arunachal Pradesh	3.3	11.79	18.57	11.06	17.72	16.38
	States not specified	0	12.24	0	48.7	96.72	59.33
	RIDF	979.25	941.23	1078.19	3372.79	175.25	4022.16
	Bonds	42	58.67	20	0	0	0
<b>Total</b>		<b>55615.69</b>	<b>65217.72</b>	<b>85023.82</b>	<b>94277.79</b>	<b>118159.91</b>	<b>122442.5</b>

**Statement II**

*Special Agricultural Credit Plan April 2004-March 2005, April 2005-March 2006 and April 2006-March 2007  
Disbursements to agriculture during 2004-2005, 2005-2006 and 2006-2007*

Sl.No.	Name of bank	2004-2005		2005-2006		2006-2007	
		Target	Achievement	Target	Achievement	Target	Achievement
1	2	3	4	5	6	7	8
1.	State Bank of India	7995.86	10463.35	13802.38	20895.76	23300	25248.66
2.	SB of Bikaner and Jaipur	665	726.8	950	980.74	1280	1319.89

1	2	3	4	5	6	7	8
3.	State Bank of Hyderabad	1095	1110.1	1460	1387.13	1734	1799.82
4.	State Bank of Indore	546	793.86	1032	814.73	1100	1123.15
5.	State Bank of Mysore	675	806	1130	1274	1600	1660
6.	State Bank of Patiala	2342	2703.45	3520	3203.15	4170	3683.32
7.	State Bank of Saurashtra	1196.92	1223.3	1590.29	1628.24	1842	1939.78
8.	State Bank of Travancore	910	1149.49	1500	1729.32	2000	2090.48
9.	Allahabad Bank	1102.71	2025.98	2633.77	2847.33	3800	3525.24
10.	Andhra Bank	1900	2074.45	2700	2724.75	3405	3468.25
11.	Bank of Baroda	3165	3195.85	4160	4302.38	5600	5452.46
12.	Bank of India	3224	3302.03	4300	4399.67	5720	5778.64
13.	Bank of Maharashtra	1176	1199.1	1560	1673.18	2100	2134
14.	Canara Bank	5335.23	5401.11	7025	7211.2	9375	9404.11
15.	Central Bank of India	1587.68	2419.58	3145	3294.28	4282.56	4472.9
16.	Corporation Bank	284	734.89	956	1106.61	1246	2115.91
17.	Dena Bank	650	662.17	861	901.42	1175	1315.4
18.	Indian Bank	1840.02	2641.92	3445.34	3604.37	3982	4651.7
19.	Indian Overseas Bank	2738.25	2745.68	3575	4207.57	5500	5896.91
20.	Oriental Bank of Comm	1025	1628.41	2150	1486.13	1933	2602.83
21.	Punjab National Bank	6900	7451.66	9690	9855.93	12815	12954.36
22.	Punjab & Sind Bank	1175	1292.28	1680	1697.37	2122	2566.73
23.	Syndicate Bank	1675	1965.13	2560	3107.14	3850	4388.37
24.	Union Bank of India	3200	3323.54	4350	4438	5550	5333.39
25.	United Bank of India	979.3	1066.12	1386	1401	1900	1902.64
26.	UCO Bank	1072.72	1816.95	2362.04	2375.64	3088.35	3112.57
27.	Vijaya Bank	1160	1294.52	1700	1730.75	2175	2273.55
28.	IDBI Bank					1515	227.44
Total		55615.69	65217.72	85023.82	94277.79	118159.91	122442.5



**Reduction in Subsidy on Oil**

1281. DR. THOKCHOM MEINYA:  
DR. ARUN KUMAR SARMA:

Will the Minister of FINANCE be pleased to state:

- (a) the present status of Oil Pool Deficit;
- (b) the manner in which the Government is planning to handle this humungous problem;
- (c) whether the Ministry is contemplating any reduction/rationalisation in the subsidy on petrol, diesel, kerosene and domestic LPG;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (e) With the dismantling of the administered price mechanism w.e.f. April 1, 2002, the Oil Pool Account stands abolished. However, Public Sector Oil Marketing Companies (OMCs) are incurring "under recoveries" on domestic sale of petrol, diesel, PDS Kerosene and Domestic LPG, in view of the high international prices of these products without corresponding increases in retail prices. The gross "under recoveries" of Oil Marketing Companies (OMCs) on sale of these products for the period April-December, 2007 is estimated by Ministry of Petroleum & Natural Gas at Rs. 47,619 Crore. With a view to insulate consumers from the full impact of international price increases, the "under recoveries" are being subvented through a series of measures which include, *inter alia*, issue of Oil Bonds, contribution by upstream Oil Companies, rationalization of Central Taxes on sensitive petroleum products along with modest increases in retail prices of petrol and diesel with effect from February 15, 2008.

**Submission of False Affidavits**

1282. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether a number of unscrupulous persons submitted false affidavits with their applications that "they do not own any house in Delhi" and obtain illegal allotment of flats and subsequently sell them in black

market defeating the very purpose of Delhi Development Authority's New Pattern Scheme-1979;

- (b) if so, the action DDA proposes to take against such persons for filing a false affidavit;

- (c) the number of complaints received by Vice-Chairman, DDA in the matter and action taken thereon by him; and

- (d) the details of persons who have been allotted MIG flats in Dwarka under New Pattern Scheme (NPS)-1979 so far and who have since sold the same, and the details of the allottees who are still waiting for allotment of MIG flats under NPS-1979?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) The Delhi Development Authority (DDA) has informed that the New Pattern Housing Registration Scheme (NPRS) 1979 was floated within the ambit of DDA (Management and Disposal of Housing Estates) Regulations, 1968, which provides as under:

"A dwelling unit or flat in the Housing Estates of the Authority shall be allotted only to such person who or his wife/her husband or any of his/her dependent relations including unmarried children does not own in full or in part on freehold or leasehold basis a residential plot or house in the urban area of Delhi, New Delhi and Delhi Cantonment".

Accordingly, as and when any allotment is made to an allottee, as per policy, DDA takes an affidavit to the above effect before giving possession. However, if anybody makes false affidavit or conceals the facts and any complaint is received from any person with documentary proof/evidence of his/her already owning house in Delhi, the allotment of the flat is cancelled after following the process of the law. DDA also files FIR with the Police Authorities for taking appropriate action.

- (c) DDA has informed that New Pattern Housing Registration Scheme was launched in 1979 and no such data has been maintained since inception of the scheme. However, action as per policy was taken in cases which came to its notice.

- (d) DDA has further informed that under NPRS, 1979 as per system data, 13401 MIG flats were allotted in

Dwarka. However, it cannot be said as to how many flats have been sold by the allottees. No registrants are waiting for allotment of MIG flat under MPRS-1979.

#### **Waiving off Farm Loans and Interest**

1283. SHRI G. KARUNAKARA REDDY:  
SHRI IQBAL AHMED SARADGI:  
SHRI DUSHYANT SINGH:  
SHRI MILIND DEORA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received requests from various States to waive off loan and interest of the farmers due to drought/flood during the last two years and current year;

(b) if so, the details thereof alongwith the names of the States;

(c) the decision taken by the Government thereon and the extent to which loan is proposed to be waived off; and

(d) the impact on the banking sector as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (d) Requests were being received by the Government from different quarters for waiver of farms loans and for providing all sorts of relief to be given to farming community in the country. Accordingly, in the Union Budget 2008-09, the Government has announced a debt waiver and debt relief scheme for farmers, which covers all agricultural loans disbursed by Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs) and Cooperative Banks upto 31st March, 2007 and overdue as on 31st December, 2007. The scheme stipulates complete waiver of all loans that were overdue on 31.12.2007 and which remained unpaid until 29.02.2008 for small and marginal farmers, while there is a One Time Settlement (OTS) scheme for other farmers during the same period. The OTS covers a rebate of 25% against payment of the balance amount of 75%.

The scheme does not have any adverse financial implication for the banks concerned that implement the scheme.

#### **Lending Rates by Bank**

1284. SHRI MANORANJAN BHAKTA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has decided to lower interest rates on bank deposits of all nationalized banks;

(b) if so, the reasons therefor;

(c) whether the Government is aware that corporate sector lending has not slowed down except in retail;

(d) if so, the details thereof; and

(e) the steps taken by the Government to safeguard the interests of retail and corporate sectors in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) With effect from 22nd October 1997, the Reserve Bank of India (RBI) has given freedom to commercial banks to fix their own interest rates on domestic term deposits of various maturities with the prior approval of their respective Board of Directors/Asset Liability Management Committee (ALCO). As such, the rates of interest on deposits are determined by the banks themselves.

The details of domestic term deposit rates of public sector banks as in March 2006, March 2007 and January 2008 are given below:

	(percent)		
Deposit rates	March 2006	March 2007	January 2008
Upto 1 year	2.25-6.50	2.75-8.75	2.75-8.50
>1 year-3 years	5.75-6.75	7.25-9.50	8.00-9.25
Over 3 years	6.00-7.25	7.50-9.50	8.00-9.00

Source: RBI.

(c) to (e) Effective from October 18, 1994, the Reserve Bank of India (RBI) has deregulated the interest rates on advances above Rs. 2 lakhs, including the housing loans and these interest rates are determined by the banks themselves with the approval of their Boards of Directors subject to Benchmark Prime Lending Rates (BPLR) and spread guidelines. In order to enhance transparency in banks' pricing of their loan products,

banks have been advised to fix their BPLR after taking into account (i) actual cost of funds, (ii) operating expenses and (iii) a minimum margin to cover regulatory requirement of provisioning/capital charge and profit margin and ensure that the BPLR truly reflects the actual cost. Given the prevailing credit market in India and the need to continue with concessionality for small borrowers, the practice of treating BPLR as the ceiling for loans upto Rs. 2 lakhs continues. However, Banks are free to determine the rates of interest without reference to BPLR and regardless of the size in respect of loans for purchase of consumer durables, loans to individuals against shares and debentures/bonds, other non-priority sector personal loans, etc.

Banks can also offer loans to exporters or other creditworthy borrowers, including public enterprises, at below BPLR on the basis of a transparent and objective policy approved by their respective Boards.

The details of Gross Bank Credit (GBC) to Industries and Retail Trade sector from April 2007 to November 2007 are given below:

	(Rs. Crore)	
Outstanding at the end of	Industries	Retail Trade
April 2007	677,901	55,246
May 2007	676,440	56,062
June 2007	681,731	56,225
July 2007	691,100	56,436
August 2007	714,067	57,503
September 2007	741,507	59,819
October 2007	738,802	60,042
November 2007	755,440	60,965

Source: RBI.

The above figures indicate a growing trend in GBC to both the Industries and Retail Trade sectors.

#### **Loss Making Banks**

1285. SHRI AMITAVA NANDY: Will the Minister of FINANCE be pleased to state:

(a) the details of Public Sector Banks which have incurred losses during the last three years;

(b) the reasons therefor; and

(c) the steps taken/proposed to be taken by the Government to make these banks profitable?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) During the last three financial years ended March, 2005, 2006 and 2007, all the public sector banks had reported a Net profit except Punjab and Sind Bank (P&SB), which incurred a net loss of Rs. 71.07 crore during the year 2004-05, mainly due to high risk provisioning, high level of Non-performing Assets (NPAs), low level of capital funds, high transaction cost, low volume of business, etc. However, P&SB has posted net profit of Rs. 108.33 crore and Rs. 218.53 crore for the year 2005-06 and 2006-07 respectively by taking proactive steps such as recovery of NPAs, improvement in asset quality, containing expenditure, etc.

(c) To improve the health of the banking sector in India, in general, and that of Public Sector Banks (PSBs), in particular, and also to bring it at par with international standards, the Reserve Bank of India has prescribed measures for strengthening of risk based prudential supervision, introduction of capital adequacy standards on the lines of the Basel Committee norms, etc. coupled with wide ranging steps undertaken by the Government. After initiation of reforms in early 1990s, financial performance of the banking sector has improved significantly. Balance sheet and profitability indicators viz. Return on Assets, Net Interest Margin, Non-Performing Assets (NPA) Ratios, Provisioning and Classification norms for NPAs, Capital Adequacy Ratio etc. suggest that the Indian banking sector now compares well with global benchmarks. Further, to facilitate quick and efficient decision-making and to provide sufficient managerial autonomy to the Boards of public sector banks to be able to compete internationally, Government announced an Autonomy Package in February, 2005 for these banks. As per this package, the Bank Boards are competent to decide on the issues relating to entering new lines of business as part of overall business strategy, make suitable acquisitions of companies or businesses, close/

merge unviable branches, open overseas offices, set up subsidiaries and exit a line of business, etc. The Government has also put in place a mechanism to monitor the overall performance of PSBs on the basis of the 'Statement of Intent on Annual Goals (SOI)' submitted by them on various performance parameters including deposits, advances, non-performing assets (NPAs), cost to income ratio, return on assets (ROA), profit, etc. These steps taken by the Government/RBI have also contributed towards overall increase in profits of PSBs during the years 2005-06 and 2006-07.

### **Foreign Banks**

1286. SHRI ABDUL RASHID SHAHEEN:  
SHRIMATI JHANSI LAKSHMI BOTCHA:  
SHRI MADHU GOUD YASKHI:

Will the Minister of FINANCE be pleased to state:

(a) the rules and conditions made by Government/RBI for foreign banks to open branches in urban and rural areas of the country;

(b) the number of requests of foreign banks under consideration of the Government for opening the branches in India;

(c) the names of foreign banks doing business in India, with number of branches, country-wise;

(d) whether some percentage have been fixed for lending to the priority sector by these banks;

(e) if so, the details thereof; and

(f) the details and number of Indian Banks established abroad as on date, bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) To provide broad framework for the foreign banks to open branch/office in India, Reserve Bank of India (RBI) has issued 'Road Map for the presence of foreign banks in India' on 28.02.2005. In the 'Road Map', it is proposed to go beyond the existing World Trade Organisation (WTO) commitment of India of 12 branches in a year for new and existing foreign banks and to follow a more

liberal policy for under-banked areas. Further, in terms of its Branch Authorisation Policy, RBI, while processing the applications of the banks for opening branches, keeps various aspects in view such as nature and scope of banking facilities provided by banks to common persons particularly in under-banked areas; actual credit flow to the priority sector; pricing of products and overall efforts for promoting 'Financial Inclusion' including introduction of appropriate new products and enhanced use of technology for delivery of banking services, etc. Further, RBI also assesses the policy of the bank on minimum balance requirement, access to minimum banking or 'no-frill' banking services, commitment to basic banking activity viz. acceptance of deposits and provision of credit and quality of customer service, complaints against the bank and customers' grievances redressal mechanism put in place by the bank, etc.

(b) RBI has received requests from 13 foreign banks for opening of their branches in India, out of which requests of 5 banks are for expansion of their branch network and 8 banks have applied for their maiden branch presence in India.

(c) As on 31st January 2008, 29 foreign banks are operating through their 273 branches in India. A list of foreign banks and the number of their branches in India is enclosed as statement.

(d) and (e) Foreign banks are required to lend to the priority sector atleast 32% of their Adjusted Net Bank Credit (ANBC) or credit equivalent amount of Off-Balance Sheet Exposure, whichever is higher, as on March 31 of the preceding accounting year. Within this overall target of 32%, the advances to micro and small enterprises sector and the export credit should not be less than 10% and 12% respectively.

(f) As on 31st January, 2008, 12 Indian banks have a total of 126 branches abroad, as under:—

Bank of Baroda (44), State Bank of India (33), Bank of India (22), Indian Overseas Bank and ICICI Bank Ltd. (6 each), UCO Bank (4), Indian Bank and Axis Bank (3 each), Canara Bank (2) and Punjab National Bank, Allahabad Bank and Syndicate Bank (1 each).

**Statement**

*Foreign bank branches operating in India as on January 31, 2008*

Sl.No	Name of Bank	No. of Branches in India
1	2	3
1.	ABN AMRO Bank	28
2.	Abu Dhabi Commercial Bank Ltd.	2
3.	Arab Bangladesh Bank Ltd.	1
4.	American Express Bank Ltd.	7
5.	Antwerp Diamond Bank N.V.	1
6.	Bank International Indonesia	1
7.	Bank of America	5
8.	Bank of Bahrain & Kuwait BSC	2
9.	Bank of Nova Scotia	5
10.	Bank of Tokyo-Mitsubishi Ltd.	3
11.	BNP Paribas	8
12.	Bank of Ceylon	1
13.	Barclays Bank Plc.	4
14.	Calyon Bank	5
15.	Citi Bank N.A.	39
16.	Shinhan Bank	2
17.	Chinatrust Commercial Bank	1
18.	Deutsche Bank	11
19.	DBS Bank Ltd.	2
20.	HSBC	47
21.	J.P. Morgan Chase Bank N.A.	1
22.	Krung Thai Bank Public Co. Ltd.	1
23.	Mizuho Corporate Bank Ltd.	2
24.	Mashreq bank PSC.	2

1	2	3
25.	Oman International Bank SAOG	2
26.	Standard Chartered Bank (SCB)	83
27.	Sonali Bank	2
28.	Societe Generate	2
29.	State Bank of Mauritius	3
Total		273

**Roads Constructed Under PMGSY**

1287. DR. ARUN KUMAR SARMA:  
SHRI G.M. SIDDESWARA:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has received complaints regarding construction of roads not in conformity with the prescribed width of roads under Pradhan Mantri Gram Sadak Yojana (PMGSY);

(b) if so, the details thereof and the action taken by the Government thereon;

(c) whether there is any specific provisions for regular maintenance and repair of roads constructed under PMGSY; and

(d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) Under Pradhan Mantri Gram Sadak Yojana (PMGSY), rural roads are constructed as per Programme Guidelines, Rural Roads Specifications and Rural Roads Manual. However, suggestions have been received from some States for relaxation in width of roads to be taken up under PMGSY. An Expert Committee has been constituted to review Standards, Specifications and Design of Rural Roads.

(c) and (d) PMGSY roads are now covered by 5-year maintenance contracts, to be entered into along with the construction contract, with the same contractor, in accordance with the Standard Bidding Document. Maintenance funds to service the contract is to be budgeted by the State Government.

### **Construction of Multi Level Car Parking**

1288. SHRI KINJARAPU YERRANNAIDU: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Multi Level Car Parking is proposed to be constructed in the Capital city of Delhi and other big cities; and

(b) if so, the time by which the construction work likely to be started?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. Under National Urban Transport Policy, Government is encouraging multi level parking. The implementation of these projects is being done by the State Governments concerned.

As far as Delhi is concerned, MCD has informed that it is developing multi level parking at 13 sites on 'Public Private Partnership' basis and out of these sites, 'letter of intent' has been issued in respect of one site and projects for the other sites are at different stages of bidding/technical evaluation/feasibility study. NDMC has informed that it has taken up construction of 3 multi level car parking. The construction work is likely to be commenced by May-June, 2008 and the same is expected to be completed by May-June, 2010.

*[Translation]*

### **Profit by Private Power Supply Companies**

1289. SHRI JIVABHAI A. PATEL:  
SHRI TUKARAM GANPAT RAO RENGE  
PATIL:

Will the Minister of POWER be pleased to state:

(a) whether there is any provision to earn profit through power supply under the Electricity Act, 2003;

(b) if so, whether the private power supply companies are earning crores of rupees in the form of business entity; and

(c) the reaction of the Government thereto and the corrective measures taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) Under the Electricity Act 2003, determination of tariffs comes within the purview of the Electricity Regulatory Commissions. The Act provides that the Appropriate Electricity Regulatory Commission shall, subject to the provisions of the Act, specify the terms and conditions for the determination of tariff, and in doing so, shall *inter-alia* be guided by the following:

- (i) that generation, transmission, distribution and supply of electricity are conducted on commercial principles;
- (ii) the factors which would encourage competition, efficiency, economical use of the resources, good performance and optimum investment;
- (iii) safeguarding of consumers' interest and at the same time recovery of the cost of electricity in a reasonable manner.

Further, the Act provides that the Appropriate Electricity Regulatory Commissions shall be guided by the National Electricity Policy and the Tariff Policy in the discharge of their functions including tariff determination. The Tariff Policy, notified by the Central Government under the provisions of the Act, provides that a balance needs to be maintained between the interests of consumers and the need for investment while laying down the rate of return. Return should attract investments at par with, if not in preference to, other sectors so that the electricity sector is able to create adequate capacity. The rate of return should be such that it allows generation of reasonable surplus for growth of the sector. The Policy also provides that the rate of return notified by the Central Electricity Regulatory Commission (CERC) for transmission may be adopted by the State Electricity Regulatory Commissions (SERCs) for distribution with appropriate modification taking into view the higher rates involved.

The legal and policy framework of the Act does not discriminate between the Government owned distribution companies and private distribution companies.

SERCs have specified regulations on terms and conditions for determination of tariff for generating companies, transmission licensees and distribution licensees under their control. These regulations provide for Return on Equity for such regulated utilities.

*[English]***6th CPC**

1290. SHRI AJOY CHAKRABORTY:  
 SHRI PRABHUNATH SINGH:  
 SHRI M. APPADURAI:  
 SHRI M.K. SUBBA:

Will the Minister of FINANCE be pleased to state:

(a) whether the Draft Report of 6th Central Pay Commission has been approved;

(b) whether the Government has taken up the issue of high pay rise by private sector and its bearing on Government employees;

(c) if so, the details thereof;

(d) whether the Government has recommended for specific consideration of the issue relating to enhancement of age of superannuation to Government employees; and

(e) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Report of the Sixth Central Pay Commission is expected to be made available to the Government before 4th April, -2008 i.e. within the stipulated period of 18 months from the date of its constitution.

(b) to (e) The Terms of Reference of the Sixth Central Pay Commission *inter alia* include the examination of the principles that should govern the structure of pay, allowances and other facilities in respect of Central Government employees, etc. The Government has not referred the question of age of retirement to the Commission for a specific recommendation.

**National Urban Housing and Habitat Policy**

1291. DR. M. JAGANNATH:  
 SHRI SURAVARAM SUDHAKAR REDDY:

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

(a) the present status of the National Urban Housing and Habitat Policy for making housing affordable in towns and cities;

(b) if so, the details thereof; and

(c) the time frame by which the policy would come into effect?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (c) The National Urban Housing and Habitat Policy (NUHHP), 2007, has been laid on both Houses of the Parliament on 7.12.2007. Land being a State Subject, State Governments have to take steps for implementation of initiatives envisaged in the Policy. The Policy has been widely publicized and has been forwarded to all States/Union Territories as well as to various Ministries of the Central Government and other implementing agencies.

The Policy seeks to bridge the gap between need and supply of housing and infrastructure and *inter-alia* provides for accelerating the pace of development of housing and related infrastructure; creating an adequate and affordable housing stock both on rental and ownership basis. The policy also seeks to promote the use of proven and cost effective building materials and technologies. Further, the policy encourages State Governments/Development Authorities to periodically review their master plans and zonal plans and facilitate accelerated supply of serviced land for housing with particular focus on Economically Weaker Section (EWS) the Lower Income Group (LIG) and also make special provisions for SC/ST/OBC/Minorities/Disabled and empowerment of women.

**According Infrastructure Status to Solar Power Industry**

1292. SHRI SUGRIB SINGH:  
 SHRI KISHANBHAI V. PATEL:

Will the Minister of FINANCE be pleased to state:

(a) whether the solar power industry has sought infrastructure status and tax break to promote renewal and environment friendly source of energy;

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

(c) whether the Government has evaluated the likely increase/decrease of tax after the declaration of infrastructure status to this sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) to (d) The Income-tax Act already provides tax incentives to an undertaking which is set up in any part of India for the generation or generation and distribution of power if it begins to generate power at any time during the period beginning on the 1st day of April, 1993 and ending on the 31st day of March, 2010. This tax incentive is also available to an undertaking generating solar power.

[*Translation*]

#### **Vacant Posts of Judges in Jharkhand High Court**

1293. SHRI BHUVANESHWAR PRASAD MEHTA:  
SHRI GHURAN RAM:

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

(a) whether the actual strength of judges in the Jharkhand High Court has come down to one-third of its sanctioned strength;

(b) if so, the facts in the matter;

(c) whether thousands of cases have become pending owing to the shortage of judges;

(d) whether the High Court lawyers were on strike against the shortage of judges for the entire month of October, 2005; and

(e) if so, the action being taken by the Government in this regard?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ): (a) to (e) Keeping in view that a large number of cases were pending in the Jharkhand High Court, in a review undertaken during the year 2007, Government has approved increase in the judge strength of the Jharkhand High Court by 8 judges w.e.f. 1.11.2007, raising the strength of judges from 12 to 20. At present, Jharkhand High Court has a working strength of 9 Judges.

The recommendation made by the Chief Justice of Jharkhand High Court is being processed.

[*English*]

#### **Rationalising Tax Structure in Aviation Sector**

1294. SHRIMATI JHANSI LAKSHMI BOTCHA: Will the Minister of FINANCE be pleased to state:

(a) whether any request has been received from Aviation Ministry for rationalising the tax structure in the aviation industry, including levies and duties on aviation turbine fuel;

(b) if so, the reaction of the Ministry thereon;

(c) whether the Ministry is considering "Declared Goods" status for aviation turbine fuel to attract sales tax uniformly across India; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) Requests were received from Civil Aviation Ministry for rationalizing the tax structure in the aviation industry, including levies and duties on aviation turbine fuel. The same were examined, but were found not to be acceptable.

(c) and (d) The Central Government has not placed aviation turbine fuel in the category of "declared goods". The Empowered Committee of State Finance Ministers constituted to *inter alia* monitor reforms in the Central Sales Tax system in the country has strongly opposed placing aviation turbine fuel under the "declared goods" list.

#### **Forex Derivative Norms**

1295. SHRI BALASHOWRY VALLABHANENI: Will the Minister of FINANCE be pleased to state:

(a) whether Reserve Bank of India (RBI) proposes to announce the Forex derivative norms; and

(b) if so, the details thereof and the time by when the norms/guidelines are likely to be announced?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) In terms of announcement made by Reserve Bank of India (RBI) in its Mid-term Review of Annual Policy for



the year 2006-07, it had constituted an Internal Group to review the existing guidelines on derivatives and formulate comprehensive guidelines on derivatives by banks. These guidelines are intended to cover broad generic principles for undertaking derivative transactions, management of risk and sound corporate governance requirements.

The work related to preparation of guidelines in respect of foreign exchange derivatives, is in progress and the guidelines will be placed by RBI on the web-site shortly for comments/feedback from the public.

*[Translation]*

#### **Mahila Swadhar Yojana**

1296. SHRI HARIKEWAL PRASAD:  
SHRIMATI SANGEETA KUMARI SINGH  
DEO:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the number of shelter homes working under 'Mahila Swadhar Yojana' in the country, State-wise and location-wise;

(b) the number of women sheltered therein during the last two years and the amount of funds spent thereon;

(c) whether the Government has received any complaints regarding the working of these shelter homes during the last two years; and

(d) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) There is no such scheme as 'Mahila Swadhar Yojana', being run by the Ministry of Women and Child Development. However, 'Swadhar Scheme' is being run by the Ministry of Women and Child Development for the benefit of destitute women. So far 210 shelter homes have been sanctioned under 'Swadhar Scheme' in the country. The details of Shelter Homes State-wise and location-wise are available on this Ministry's website [www.wcd.nic.in](http://www.wcd.nic.in).

(b) 5225 women have been sheltered and an amount of Rs. 15.24 crore has been spent during the last two years under Swadhar Scheme.

(c) No complaint has been received regarding the working of these shelter homes during the last two years.

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

#### **Implementation of RBI Guidelines by Banks**

1297. SHRI MANSUKHBHAI D. VASAVA:  
DR. DHIRENDRA AGARWAL:

Will the Minister of FINANCE be pleased to state:

(a) the mechanism available to ascertain compliance of the guidelines of the Reserve Bank of India and the Government by the banks;

(b) the number of banks found violating such guidelines of the Reserve Bank of India and the Government during the last three years, bank-wise; and

(c) the action taken by the Government on these Banks for non-compliance of guidelines during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Banking Regulation Act, 1949 provides the legal framework for regulation and supervision of banks in India. The statute, together with provisions in the Reserve Bank of India Act, 1934, empowers Reserve Bank of India (RBI) with extensive powers to prescribe standards and monitor liquidity, solvency and soundness of banks with the aim of ensuring that the interests of depositors and other stakeholders are protected at all times. Further, RBI has statutory mandate to impose penalty on banks, wherever the non-compliance or acts of omission and commission by the banks are observed and so warranted. The main instruments of supervision and monitoring over banks, *inter-alia*, include On-site supervision, Off-site monitoring and Surveillance, Statutory/concurrent audit, monthly monitoring of weak banks, quarterly informal discussions, disclosure norms, seeking information from the banks through various reports/periodical returns, etc.

(b) and (c) During the last three years, RBI has imposed penalties on 14 banks for violating RBI guidelines/instructions such as Know Your Customer

(KYC) norms, Anti-money Laundering (AML) Standards, abetting the manipulation of IPO process, financing against shares and/or for investment in IPOs, inadequate internal control mechanism, etc., as per list below:-

**2004-05**

1. UCO Bank
2. Bank of America NA
3. Citibank NA

**2005-06**

1. State Bank of Indore
2. Indian Overseas Bank
3. IDBI Limited
4. Vijaya Bank
5. ING Vyasya Bank Ltd.
6. Bharat Overseas Bank Ltd.
7. ICICI Bank Ltd.
8. HDFC Bank Ltd.
9. Standard Chartered Bank Ltd.
10. Citibank Ltd.

**2006-07**

1. Tamilnadu Mercantile Bank Ltd.
2. Centurion Bank of Punjab Ltd.
3. IDBI Bank Ltd.

*[English]*

**Setting up of Mega Power Projects**

1298. SHRI S. AJAYA KUMAR:  
DR. K. DHANARAJU:

Will the Minister of POWER be pleased to state:

(a) whether the Government has decided to give fast track clearance to mega power projects;

(b) if so, the details thereof;

(c) whether one of the impediments in the investment on such power projects is the long delay to obtain different types of clearance; and

(d) if so, the steps taken by the Government to ease the procedure in this regard?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) As per Electricity Act, 2003, any generating company may establish a thermal generating station without obtaining a licence under this Act if it complies with the technical standards relating to the connectivity with the grid. Concurrence of Central Electricity Authority (CEA) is not required for thermal power generation schemes. For hydro generation schemes, CEA has formulated guidelines to accord concurrence to the schemes within a period of 90 working days from the date of receipt of the Detailed Project Report complete in all respects.

However, certain statutory clearances like environmental and forest clearances are required for setting up of power projects.

(c) and (d) In order to facilitate early implementation of power projects, Government, on a review of the matter, has decided to closely monitor the progress of projects and accelerate grant of environmental/forest clearances.

**Free use of ATM Across the Bank**

1299. SHRI PRABODH PANDA:  
SHRI KULDEEP BISHNOI:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government proposes free use of Automated Teller Machines (ATMs) across the bank affiliations;

(b) if so, the details thereof;

(c) whether all the banks have been connected with the National Finance Switch (NFS);

(d) if so, the details thereof; and

(e) if not, the reasons therefor and the time by which all the banks will be connected with the NFS?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Reserve Bank of India have placed an approach paper on its website, inviting public comments in this regard. The approach is to enable bank customers to use ATMs of all the banks free of charge w.e.f. 1st April 2009 (using debit/ATM Cards). According to the approach paper by 31st March 2008, the existing service charges (when an ATM of another banks is used) should be brought down to the level not exceeding Rs. 20/-.

(c) to (e) As on 31st January 2008, 28 banks are members of National Financial Switch (NFS) and a total of 17,391 ATMs of the member banks are part of the NFS network. The membership of NFS is not mandatory.

*[Translation]*

#### **Construction of Ashram Building**

1300. SHRI FAGGAN SINGH KULASTE: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the proposals of Government of Madhya Pradesh to complete the construction of 130 Ashram buildings are lying pending with the Union Government;

(b) if so, the time by which the said proposals are likely to be approved by the Union Government;

(c) the amount earmarked for construction of Ashram building in Madhya Pradesh during the current financial year;

(d) the time by which the above amount is likely to be released to the Government of Madhya Pradesh;

(e) whether the Union Government has fixed any time limit to complete the construction work of the said Ashrams; and

(f) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P. R. KYNDIAH): (a) and (b) No, Sir. During 2002-03, a total of 130 Ashram Schools were sanctioned to State Government of Madhya Pradesh with total central share

of Rs. 2354.80 lakh of which, so far, an amount of Rs. 2217.82 lakh has been released.

(c) and (d) In the current year no specific State-wise allocation of funds under the scheme of Ashram Schools in TSP Area have been made. The grant-in-aid is released only to the States whose proposals are complete in all respects i.e. availability of land free of cost, confirmation about availability of 50% State share, utilization certificate and physical progress reports in respect of proposals already sanctioned in previous years and the availability of funds. Accordingly in 2007-2008, a total amount of Rs. 673.81 lakh was released to the State Government of Madhya Pradesh of which Rs. 273.81 lakh was towards completion of the already sanctioned proposal of 130 Ashram Schools of 2002-03 and Rs. 400.00 lakh was for the construction of 20 new Ashram Schools.

(e) and (f) No specific time limit has been provided under the existing scheme for completion of construction work of the Ashram Schools. However, process has been initiated to fix a time limit of two years for construction of new Ashram Schools.

*[English]*

#### **Credit Cards Frauds**

1301. SHRI NIKHIL KUMAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government is aware that Economic Offences are on the rise in the country particularly credit card frauds;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to check such rising trend of economic offences including lucrative marketing and pre-launch scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) The number of frauds in credit card segment and amount involved therein as reported by banks to the Reserve Bank of India (RBI) during the last three calendar years is as under:

(Amount in Rs. crore)

Type of Banks	2005		2006		2007	
	No. of frauds	Amount involved	No. of frauds	Amount involved	No. of frauds	Amount involved
Public Sector Banks	327	2.77	10	0.21	9	0.20
Private Sector Banks	5274	6.62	13350	17.71	10895	18.02
Foreign Banks	3188	8.97	3908	12.08	6390	20.22
Total credit card Frauds	8789	18.36	17268	30.00	17294	38.44

The total number of fraud cases and amount involved therein (including credit card segment) as

reported by banks to the RBI, during the last three years is as under:

(Amount in Rs. crore)

Type of Banks	2005		2006		2007	
	No. of frauds	Amount involved	No. of frauds	Amount involved	No. of frauds	Amount involved
Public Sector	2658	1134.39	2568	844.76	2933	793.38
Private Sector	6169	222.23	14432	322.07	12316	223.71
Foreign Banks	3547	29.29	4687	34.04	7031	60.75
Total	12374	1385.91	21687	1200.87	22280	1077.84

While the total number of frauds as reported by banks is increasing, there is a reduction in the total amount involved over the last three years.

Reserve Bank of India, as a part of its supervisory process, has been sensitizing banks from time to time about common fraud prone areas, *modus operandi* and the measures to be taken by them to prevent/reduce the incidents of frauds in banks. RBI has issued guidelines to banks on credit card operations which were consolidated in a master Circular dated 2.7.2007. In terms of this Circular, banks should independently assess the credit risk while issuing credit cards to customers. While issuing the cards, the terms and conditions for issue and usage of a credit card should be mentioned in clear and simple language (preferably in English, Hindi and local language) comprehensible to the credit card user. As per the master Circular, the most important

terms and conditions (termed as 'standard set of conditions') should be highlighted and advertised/sent separately to the prospective customer at all stages *i.e.* during marketing, at the time of application, at the acceptance stage and in important subsequent communications.

RBI has also taken various measures to prevent bank frauds and in particular has advised banks to introduce a system of concurrent audit covering branches accounting for 50% of their business (Deposit & Advances), prescribed detailed Know Your Customer (KYC) norms, advised banks to constitute a Special Committee of the Board for exclusive monitoring of large value frauds of Rs. One crore and above and to set up Fraud Prevention Committees/Task Forces. RBI has further advised the banks to follow due diligence in their Human Resource policy and accounting systems and procedures with a view to prevent frauds.

**Fuel cell Technology**

1302. SHRIMATI MANEKA GANDHI: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government is aware that fuel cell technology, which converts chemical energy to electricity with the only byproduct being pure water, is being used world over as a clean and cheap solution;

(b) if so, the reaction of the Government on using this fuel cell technology in the country;

(c) whether there is any research being done in the country on this technology; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) Yes, Madam. The Government is aware that fuel cells are being developed world over as a clean and efficient technology for automobiles and power generation. However, the fuel cell technology is presently costly and not commercially viable.

(c) and (d) The Ministry of New and Renewable Energy and the Ministry of Science and Technology have been supporting research, development and demonstration projects for development of different types of fuel cells, including the related materials, components, sub-systems and systems for automotive and power generation applications. Fuel Cell Technology is being

developed in the country by various organizations *i.e.* academic institutions; laboratories of the Council of Scientific and Industrial Research (CSIR) and Defence Research & Development Organisation (DRDO); other Government supported research centres; public and private industry and non-governmental organizations.

**Credit Deposit Ratio**

1303. SHRI BASU DEB ACHARIA: Will the Minister of FINANCE be pleased to state:

(a) whether the credit deposit ratio was lowest in north-eastern region and highest in the western region during the last decade as reported in the *Financial Express* dated January 1, 2008;

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

(c) whether the Government has taken some measures to increase credit disbursal in north-eastern States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes, Sir. As reported by the Reserve Bank of India (RBI), the Credit-Deposit Ratio (CDR) of the Scheduled Commercial Banks (SCBs) in North Eastern Region (NER), Western Region (WR) and All India (AI) average from 2000 to 2007 has been as below:

(Figures in %)

Region	2000	2001	2002	2003	2004	2005	2006	2007
NER	27.72	28.10	26.95	26.81	29.82	34.83	39.32	40.79
WR	74.06	74.98	89.64	80.82	72.00	83.83	91.49	91.21
AI	57.05	58.53	62.31	59.37	58.72	66.04	72.50	75.02

The above statement reflects an increasing trend in CD Ratio for the NE Region during the last five years.

RBI has reported that the disparity in CD Ratio between these two regions is mainly due to the fact that the NE Region is a hilly region and consequently

there is less scope for economic activities, whereas the Western Region is plain and fertile land and it has many developed centres as well as the financial capital of the country. Hence, the CDR of this region is the highest in the country.

(c) and (d) The RBI has advised all Public Sector Banks (PSBs) to achieve a CDR of 60% in respect of their rural and semi-urban branches, separately, on an all India basis and to ensure that wide disparity in the ratios between different States/Regions is avoided in order to minimize regional and sectoral imbalances in credit deployment.

Further, RBI has advised the convener banks of the States to monitor the CDR in the State Level Bankers' Committee (SLBC) meetings and identify measures for enhancing the CDR. RBI had also advised the banks to set up Special Sub Committees (SSCs) of the District Level Consultative Committees in districts having CDR of less than 40%, in order to monitor the CDR and draw up Monitorable Action Plans (MAPs) to increase the CDR.

In order to improve the outreach of banking services, a Committee on Financial Sector Plan (CFSP) for the North Eastern Region headed by Smt. Usha Thorat, Dy. Governor, RBI was set up. The report of CFSP includes, *inter-alia*, suggestions for expanding banking outreach, simplification of system and procedures for opening of bank accounts, currency management, fund transfer and payment facilities, issues pertaining to financial inclusion, etc.

#### Street Children

1304. DR. K. DHANARAJU: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government has found involvement of gangsters in activities of Street Children; and

(b) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) No, Sir.

(b) Does not arise.

#### Shortfall in Target

1305. SHRIMATI NIVEDITA MANE:  
SHRI ANIRUDH PRASAD *ALIAS* SADHU YADAV:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of POWER be pleased to state:

(a) whether the Government could miss its target of adding 78,577 MW of Power generating capacity by 2012;

(b) if so, the reasons therefor; and

(c) the reaction of the Government thereto?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) During the 11th Plan, a capacity addition of 78,577 MW has been envisaged. Of this, 7683 MW has already been commissioned in the first year of the 11th Plan so far (up to 22.2.2008). In addition, projects aggregating 61725 MW are under construction. All the stakeholders have been sensitized to complete the ordering process in respect of remaining 11 Plan projects expeditiously. Based on the current status of projects, envisaged capacity is expected to fructify in the 11th Plan period.

(b) and (c) Do not arise in view of reply to (a) above.

#### III-Treatment of Children in Juvenile Homes

1306. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether Government has received reports from different States about the ill-treatment and abuse of children like merciless beating and keeping them within electric fences in Juvenile Homes including those from the Capital;

(b) if so, the details thereof and the action taken thereon;

(c) whether the Government has set up any committee to suggest changes in the existing laws regarding Juveniles; and

(d) if so, the progress made in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) Ministry of Women and Child Development has received one report on the subject from the Government of NCT of Delhi. In its report, the Government of Delhi has started, *inter alia*, that they have carried out inspection of the Observation Home for Boys, Delhi Gate and Children's Home for Boys, Kasturba Niketan, Lajpat Nagar. The inspection

report shows that

- children have denied any bad treatment meted out to them;
- there is no provision of electrical wiring [fencing] on the walls.

(c) No, Sir.

(d) Does not arise.

[Translation]

#### Group Housing Cooperative Societies Scam

1307. SHRI RAMDAS ATHAWALE: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Delhi High Court has instructed constitution of a special investigation team under the leadership of DIG of CBI to investigate the Group Housing Cooperative Society Scam involving Rs. 4000 crore in Delhi;

(b) if so, the details thereof;

(c) whether the role of the Delhi Development Authority has been investigated in this regard; and

(d) if so, the details thereof?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. The Delhi High Court, in CWP No. 10066/2004 - The Yogiraj Krishna Cooperative Group Housing Society Vs. DDA and Anr., vide its order dated 2.8.2005, had directed the Director,

Central Bureau of Investigation to formulate a Special Investigation Team headed by an officer not below the rank of DIG of CBI to investigate the alleged Group Housing Cooperative Society Scam.

(c) and (d) Yes, Sir. The CBI has further informed that after investigation of 142 cases, an official of DDA has been charge-sheeted. Further, on the recommendations of the CBI, six minor penalty charge-sheets and eight major penalty charge-sheets have been issued to DDA officials.

[English]

#### Projects with Foreign Assistance in States

1308. SHRI CHANDRAKANT KHAIRE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether some projects relating to urban infrastructure, poverty alleviation and housing sector are being implemented in various States including Maharashtra with foreign assistance; and

(b) if so, the details thereof alongwith the foreign assistance received by the States during each of the last two years and the utilization position thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) Yes, Sir.

(b) The details of the projects relating to urban infrastructure, poverty alleviation and housing sector being implemented with foreign assistance are given in the enclosed statement.

#### Statement

(Amt in Thousands)

Sector, Donor, State, Loan	Loan Curr	Agree Dt.	Loan Amount	2005-2006	2006-2007	2007-2008
1	2	3	4	5	6	7
URDE Urban Development	USD		155,200.00	0.00	80,000.00	75,200.00
	INR			0.00	3,642,096.64	3,034,815.12
ADB Asian Development Bank	USD		155,200.00	0.00	80,000.00	75,200.00
	INR			0.00	3,642,096.64	3,034,815.12

	1	2	3	4	5	6	7
	JK Jammu & Kashmir	USD		42,200.00	0.00	0.00	42,200.00
		INR			0.00	0.00	1,703,047.85
1.	2331-IND Jammu & Kashmir Urban Sector Dev. Inv. Prog. (Proj. 1)	USD	28/12/2007	42,200.00	0.00	0.00	42,200.00
		INR			0.00	0.00	1,703,047.85
	KN Karnataka	USD		33,000.00	0.00	0.00	33,000.00
		INR			0.00	0.00	1,331,767.27
2.	2312-IND North Karnataka Urban Sector Invest. Prog. (Proj. 1)	USD	23/01/2008	33,000.00	0.00	0.00	33,000.00
		INR			0.00	0.00	1,331,767.27
	WB West Bengal	USD		80,000.00	0.00	80,000.00	0.00
		INR			0.00	3,642,086.64	0.00
3.	2293-IND Kolkata Environmental Imp. Project.... supplementary	USD	21/02/2007	80,000.00	0.00	80,000.00	0.00
		INR			0.00	3,642,086.64	0.00
	URDE Urban Development	JPY		28,483,000.00	14,900,000.00	13,583,000.00	0.00
		INR			5,828,865.10	5,266,821.83	0.00
	GOJP Japan	JPY		28,483,000.00	14,900,000.00	13,583,000.00	0.00
		INR			5,828,865.10	5,266,821.33	0.00
	CN Central Govt.	JPY		28,483,000.00	14,900,000.00	13,583,000.00	0.00
		INR			5,828,865.10	5,266,821.83	0.00
4.	IDP-170 Delhi Mass Rapid Transport System Project-Phase 2	JPY	31/03/2006	14,900,000.00	14,900,000.00	0.00	0.00
		INR			5,828,865.10	0.00	0.00
5.	IDP-179 Delhi Mass Rapid Transport System Project Phase 2(II)	JPY	30/03/2007	13,583,000.00	0.00	13,583,000.00	0.00
		INR			0.00	5,266,821.83	0.00
	Grand Total (INR)				5,828,865.10	8,908,918.47	3,034,815.12
	URDE Urban Development	GBP		36,500.00	0.00	36,500.00	0.00
		INR			0.00	3,124,058.07	0.00
	GOUK United Kingdom	GBP		36,500.00	0.00	36,500.00	0.00
		INR			0.00	3,124,058.07	0.00
	MP Madhya Pradesh	GBP		36,500.00	0.00	36,500.00	0.00
		INR			0.00	3,124,058.07	0.00
1.	UKGG063 Madhya Pradesh Urban Services for Poor Prog Gt 2006	GBP	10/11/2006	36,500.00	0.00	36,500.00	0.00
		INR			0.00	3,124,058.07	0.00



	1	2	3	4	5	6	7
URDE Urban Development	USD			5,850.00	3,000.00	0.00	2,850.00
	INR				132,730.99	0.00	115,016.26
IBRD/IBRD	USD			350.00	0.00	0.00	350.00
	INR				0.00	0.00	14,124.80
CN Central Govt.	USD			350.00	0.00	0.00	350.00
	INR				0.00	0.00	14,124.80
2 TF0250-IN Grant for Preparation of the Sustainable Urban Transport Project-GEF	USD	24/07/2007		350.00	0.00	0.00	350.00
	INR				0.00	0.00	14,124.80
IDA IDA	USD			2,500.00	0.00	0.00	2,500.00
	INR				0.00	0.00	100,891.46
MS Multistates	USD			2,500.00	0.00	0.00	2,500.00
	INR				0.00	0.00	100,891.46
3. TF054009 TSUNAMI DISASTER RECOVERY IN INDIA	USD	24/04/2007		2,500.00	0.00	0.00	2,500.00
	INR				0.00	0.00	100,891.46
UNDP U.N. D.P.	USD			3,000.00	3,000.00	0.00	0.00
	INR				132,730.99	0.00	0.00
CN Central Govt.	USD			3,000.00	3,000.00	0.00	0.00
	INR				132,730.99	0.00	0.00
4. 00044242 Capacity bldg. for Decentralized Urban Governance	USD	01/08/2005		3,000.00	3,000.00	0.00	0.00
	INR				132,730.99	0.00	0.00
Grand Total (INR)					132,730.99	3,124,058.07	115,016.26
URDE Urban Development	USD			838,200.00	401,000.00	437,200.00	0.00
	INR				17,741,708.96	19,904,058.14	0.00
Asian Development Bank	USD			321,200.00	100,000.00	221,200.00	0.00
	INR				4,424,386.30	10,070,397.21	0.00
KR Kerala	USD			221,200.00	0.00	221,200.00	0.00
	INR				0.00	10,070,397.21	0.00
1. 2226-IND Kerala Sustainable Urban Dev. Project	USD	08/12/2006		221,200.00	0.00	227,200.00	0.00
	INR				0.00	10,070,397.21	0.00
MS Multistates	USD			100,000.00	100,000.00	0.00	0.00
	INR				4,424,386.30	0.00	0.00

	1	2	3	4	5	6	7
2.	2166-IND Tsunami Emergency Assistance (Sector) Project	USD	12/05/2005	100,000.00	100,000.00	0.00	0.00
		INR			4,424,366.30	0.00	0.00
	IBRD IBRD	USD		517,000.00	301,000.00	216,000.00	0.00
		INR			13,317,342.56	9,833,660.93	0.00
	GU Gujarat	USD		1,000.00	1,000.00	0.00	0.00
		INR			44,243.66	0.00	0.00
3.	P4250 Gujarat Urban Development Project	USD	01/02/2006	1,000.00	1,000.00	0.00	0.00
		INR			44,243.66	0.00	0.00
	KN Karnataka	USD		216,000.00	0.00	216,000.00	0.00
		INR			0.00	9,833,660.93	0.00
4.	4818-IN Karnataka Municipal Reforms Project	USD	02/05/2006	216,000.00	0.00	216,000.00	0.00
		INR			0.00	9,833,660.93	0.00
	TN Tamil Nadu	USD		300,000.00	300,000.00	0.00	0.00
		INR			13,273,096.90	0.00	0.00
5.	4798-IN Third Tamilnadu Urban Development Project	USD	14/09/2006	300,000.00	300,000.00	0.00	0.00
		INR			13,273,096.90	0.00	0.00
	URDE Urban Development	JPY		76,646,000.00	76,646,000.00	0.00	0.00
		INR			29,963,836.55	0.00	0.00
	GOJP Japan	JPY		76,646,000.00	76,646,000.00	0.00	0.00
		INR			29,963,836.55	0.00	0.00
	KN Karnataka	JPY		73,062,000.00	73,062,000.00	0.00	0.00
		INR			28,561,781.34	0.00	0.00
6.	IDP-168 Bangalore Water Supply and Sewerage Project (H-2)	JPY	31/03/2006	28,358,000.00	28,358,000.00	0.00	0.00
		INR			11,093,621.24	0.00	0.00
7.	IDP-171 Bangalore Metro Rail Project	JPY	31/03/2006	44,704,000.00	44,704,000.00	0.00	0.00
		INR			17,488,180.10	0.00	0.00
	WB West Bengal	JPY		3,584,000.00	3,584,000.00	0.00	0.00
		INR			1,402,057.22	0.00	0.00
8.	IDP-1 75 Kolkata Solid Waste Management Improvement Project	JPY	31/03/2006	3,584,000.00	3,584,000.00	0.00	0.00
		INR			1,402,057.22	0.00	0.00
	Grand Total (NR)				47,725,547.42	19,904,058.14	0.00

	1	2	3	4	5	6	7
URDE Urban Development	USD			100,000.00	100,000.00	0.00	0.00
	INR				4,424,366.30	0.00	0.00
ADB Asian Development Bank	USD			100,000.00	100,000.00	0.00	0.00
	INR				4,424,366.30	0.00	0.00
MS Multistates	USD			100,000.000	100,000.00	0.00	0.00
	INR				4,424,366.30	0.00	0.00
1. 0005-IND Asian-Tsunami Fund Grant	USD		12/05/2005	100,000.000	100,000.00	0.00	0.00
	INR				4,424,366.30	0.00	0.00
Grand Total (INR)					4,424,366.30	0.00	0.00
URDE Urban Development	USD			1,958,691.71	229,275.07	94,294.42	148,300.19
	INR				10,253,025.32	4,247,334.82	5,976,386.76
ADB Asian Development Bank	USD			1,411,745.23	174,019.28	69,410.71	135,033.91
	INR				7,786,750.75	3,130,584.21	5,450,154.07
GU Gujarat	USD			327,980.00	88,425.69	16,259.59	8,900.26
	INR				3,951,960.39	737,869.76	355,025.95
1. 1826-IND Gujarat Earthquake Rehabilitation and Reconstruction	USD		26/04/2001	327,980.00	88,425.69	16,259.59	8,900.26
	INR				3,951,960.49	737,869.76	355,025.95
JK Jammu & Kashmir	USD			250,000.00	2,530.00	6,950.20	23,836.94
	INR				116,284.50	311,325.65	950,844.20
2. 2151-IND Infrastructure Rehabilitation Project in J&K	USD		17/03/2006	250,000.00	2,530.00	6,950.20	23,836.94
	INR				116,284.50	311,325.65	950,844.20
KN Karnataka	USD			145,000.00	29,836.03	20,747.07	18,776.12
	INR				1,339,467.52	940,361.70	752,552.88
3. 1704-IND Karnataka Ur. Dev. & Coastal Environment Management	USD		19/05/2000	145,000.00	29,836.03	20,747.07	18,776.12
	INR				1,339,467.52	940,361.70	752,552.88
MP Madhya Pradesh	USD			181,000.00	501.71	4,665.13	17,631.40
	INR				22,756.84	207,031.43	701,749.13
4. 2046-IND Urban Water Supply & Environment Imp. in M.P.	USD		09/03/2005	181,000.00	501.11	4,665.13	17,637.40
	INR				22,756.84	207,031.13	701,749.13
RJ Rajasthan	USD			250,000.00	41,985.36	856.60	39,222.21
	INR				1,877,215.28	38,517.45	1,596,521.45

	1	2	3	4	5	6	7
5.	1647-IND Rajasthan Urban Infrastructure Dev. Project	USD	01/12/1999	250,000.00	41,965.36	856.80	36,222.21
		INR			1,877,215.28	36,517.45	1,596,521.45
	WB West Bengal	USD		257,765.23	10,740.48	19,932.11	26,666.99
		INR			479,086.22	895,478.22	1,083,460.46
6.	1813-IND Calcutta Environmental Improvement Project	USD	18/12/2001	177,765.23	10,740.48	19,932.11	22,981.08
		INR			479,086.22	895,478.22	938,280.13
7.	2293-IND Kolkata Environmental Imp. Project...supplementary	USD	21/02/2007	80,000.00	0.00	0.00	3,685.91
		INR			0.00	0.00	155,200.33
	IBRDIBRD	USD		548,946.48	55,255.80	24,883.71	13,266.28
		INR			2,466,274.57	1,116,750.71	526,232.69
	DL Delhi	USD		1,506.33	220.65	0.00	0.00
		INR			9,685.68	0.00	0.00
8.	P364-0-IN Delhi Water Supply & Sanitation Project	USD	18/08/1999	1,506.33	220.65	0.00	0.00
		INR			9,685.68	0.00	0.00
	MH Maharashtra	USD		463,000.00	62,595.00	24,883.71	13,266.28
		INR			2,786,802.93	1,116,750.71	526,232.69
9.	4665-IN Mumbai Urban Transport Project	USD	05/08/2002	463,000.00	62,595.00	24,883.71	13,266.28
		INR			2,786,802.93	1,116,750.71	526,232.28
	TN Tamil Nadu	USD		82,440.16	-7,559.85	0.00	0.00
		INR			-330,214.04	0.00	0.00
10.	4478-IN Second Tamil Nadu Urban Development Project	USD	14/07/1999	82,440.76	-7,559.85	0.00	0.00
		INR			-330,214.04	000	000
	URDE Urban Development	EUR		19,734.72	4,136.15	653.60	0.00
		INR			223,615.00	37,925.00	0.00
	GOFR France	EUR		19,734.72	4,136.15	653.60	0.00
		INR			223,615.00	37,925.00	0.00
	KN Karnataka	EUR		4,560.00	647.95	92.22	0.00
		INR			34,487.00	5,308.00	0.00
11.	FRGL4501E Digital mapping information sys. for Bangalore	EUR	04/02/2003	4,560.00	647.95	92.22	0.00
		INR			34,487.00	5,308.00	0.00
	MA Manipur	EUR		8,735.52	885.26	0.00	0.00
		INR			48,537.00	0.00	000

	1	2	3	4	5	6	7
12.	FRGL4301E Imphal Sewerage Project-Manipur	EUR	04/12/2001	8,735.52	885.28	0.00	0.00
		INR			48,537.00	0.00	0.00
	TN Tamil Nadu	EUR		6,439.20	2,602.93	561.38	0.00
		INR			140,591.00	32,617.00	0.00
13.	FRGL4014E Chennai Water Supply & Sewerage	EUR	30/01/1996	6,439.20	2,602.93	561.38	0.00
		INR			140,591.00	32,617.00	0.00
	URDE Urban Development	JPY		226,489,000.00	31,306,505.49	15,972,090.74	20,337,254.70
		INR			12,062,412.56	6,078,794.40	7,842,226.37
	GOJP Japan	JPY		226,489,000.00	31,306,505.49	15,972,090.74	20,337,254.70
		INR			12,062,412.56	6,078,794.40	7,842,226.37
	CN Central Govt.	JPY		184,502,000.00	31,306,505.49	15,972,090.74	19,981,292.36
		INR			12,062,412.56	6,078,794.40	7,722,057.45
14.	IDP-121 Delhi Mass Rapid Transport System	JPY	25/02/1987	14,760,000.00	0.00	5,237.73	0.00
		INR			0.00	1,995.58	0.00
15.	IDP-141 Delhi Mass Rapid Transport System Project (III)	JPY	13/02/2002	28,659,000.00	266,787.06	72,832.44	0.00
		INR			106,464.81	27,465.16	0.00
16.	IDP-145 Delhi Mass Rapid Transport System Project (IV)	JPY	31/03/2003	34,012,000.00	1,581,720.33	218,851.91	133,503.23
		INR			619,112.84	84,785.16	45,487.24
17.	IDP-151 Delhi Mass Rapid Transport System Project (V)	JPY	31/03/2004	59,296,000.00	19,188,019.64	4,827,919.58	4,808,701.54
		INR			7,473,127.31	1,866,969.18	1,590,747.72
18.	IDP-159 Delhi Mass Rapid Transport System Project (VI)	JPY	31/03/2005	19,292,000.00	10,269,978.46	6,497,168.67	1,575,599.16
		INR			3,863,707.60	2,467,188.35	558,801.46
19.	IDP-170 Delhi Mass Rapid Transport System Project-Phase-2	JPY	31/03/2006	14,900,000.00	0.00	4,350,060.42	7,822,520.71
		INR			0.00	1,630,370.97	3,308,230.97
20.	IDP-179 Delhi Mass Rapid Transport System Project Phase 2(II)	JPY	30/03/2007	13,583,000.00	0.00	0.00	5,740,967.73
		INR			0.00	0.00	2,218,990.06
	KN Karnataka	JPY		41,997,000.00	0.00	0.00	355,982.34
		INR			0.00	0.00	120,168.92
21.	IDP-165 Bangalore Water Supply & Sewerage Project Phase-II-I	JPY	15/03/2005	41,997,000.00	0.00	0.00	355,982.34
		INR			0.00	0.00	120,168.92

	1	2	3	4	5	6	7
URDE Urban Development		XDR		389,841.00	52,709.08	27,542.60	13,307.22
		INR			3,399,957.99	1,844,394.56	824,611.39
		XDR		389,841.00	52,709.08	27,542.60	13,307.22
		INR			3,399,957.99	1,844,394.56	824,611.39
GU Gujarat		XDR		279,841.00	38,915.06	17,223.89	7,290.20
		INR			2,509,915.95	1,155,959.07	451,390.68
22. 3637-IN Gujarat Emergency Earthquake Reconstr. Project		XDR	04/06/2002	279,847.00	38,915.06	17,223.89	7,290.20
		INR			2,509,905.95	1,155,959.07	451,390.68
MH Maharashtra		XDR		62,500.00	8,922.33	2,377.43	427.80
		INR			447,099.52	160,594.03	26,229.97
23. 3662-IN Mumbai Urban Transport Project		XDR	05/08/2002	62,500.00	8,92.33	2,377.43	427.80
		INR			447,099.52	160,594.03	26,229.97
MZ Mizoram		XDR		47,500.00	6,871.70	7,941.28	5,589.23
		INR			442,952.52	527,841.46	346,990.75
24. 3618-IN Mizoram State Roads Project		XDR	08/05/2002	47,500.00	6,871.70	7,941.28	5,589.23
		INR			442,952.52	527,841.46	346,990.75
Grand Total (INR)					25,939,010.87	12,208,448.87	14,643,225.61
URDE Urban Development		GBP		192,026.00	18,274.97	20,955.42	16,217.99
		INR			1,444,1713.26	1,794,866.86	1,308,21,796
GOUK United Kingdom		GBP		192,026.00	18,274.97	20,955.42	16,217.99
		INR			1,441,713.26	1,794,866.86	1,308,590.96
AP Andhra Pradesh		GBP		66,086.00	12,265.55	13,580.03	12,261.51
		INR			999,575.54	1,164,287.02	999,279.45
1. UKGG017 Andhra Pradesh Urban Services improvement for Poor		GBP	03/08/11999	66,086.00	12,265.55	13,580.03	12,261.51
		INR			999,575.54	1,164,287.02	999,279.45
MP Madhya Pradesh		GBP		36,500.00	0.00	0.00	9.96
		INR			0.00	0.00	795.02
2. UKGG063 Madhya Pradesh Urban Services for Poor Prog Gt 2006		GBP	10/11/2006	36,500.00	0.00	0.00	9.96
		INR			0.00	0.00	795.02
WB West Bengal		GBP		89,440.00	6,009.42	7,375.39	3,946.52
		INR			472,137.73	630,579.84	318,516.49

	1	2	3	4	5	6	7
3.	UKGG047 Kolkata Urban Services for the Poor Programme	GBP	31/12/2003	89,440.00	6,009.42	7,375.39	3,946.52
		INR			472,137.73	630,579.84	318,516.49
	URDE Urban Development	USD		10,000.00	2,016.85	2,244.50	1,566.43
		INR			91,278.43	100,126.53	62,873.48
	IBRD/IBRD	USD		0.00	0.00	-150.00	0.00
		INR			0.00	-6,733.50	0.00
	CN Central Govt.	USD		0.00	0.00	-150.00	0.00
		INR			0.00	-6,733.50	0.00
4.	TF053744 Preparation of Urban Reform Initiative Fund Project	USD	12/10/2004	0.00	0.00	-150.00	0.00
		INR			0.00	-6,733.50	0.00
	UNDP U.N.D.P.	USD		10,000.00	2,016.85	2,394.50	1,566.43
		INR			91,278.43	106,860.03	62,873.48
	CN Central Govt.	USD		10,000.00	2,016.85	2,394.50	1,566.43
		INR			91,278.43	106,860.03	62,873.48
5.	00044242 Capacity bldg. for Decentralized Urban Governance	USD	01/08/2005	3,000.00	0.00	480.42	690.13
		INR			0.00	21,255.84	27,826.85
6.	IND/03/033 National Strategy for Urban Poor	USD	14/10/2003	7,000.00	2,016.85	1,914.08	876.30
		INR			91,278.43	85,604.19	35,046.63
	Grand Total (INR)				1,532,991.69	1,894,993.39	1,371,464.44
	URDE Urban Development	USD		838,200.00	17,213.26	42,334.50	68,282.38
		INR			784,681.28	1,918,562.17	2,742,147.14
	ADP Asian Development Bank	USD		321,200.00	448.18	3,339.54	29,899.01
		INR			19,888.53	150,671.07	1,299,505.04
	KR Kerala	USD		221,200.00	0.00	0.00	1,913.33
		INR			0.00	0.00	76,954.97
	2226/IND Kerala Sustainable Urban Dev. Project	USD	08/12/2006	221,200.00	0.00	0.00	1,913.33
		INR			0.00	0.00	76,954.97
	MS Multistates	USD		100,000.00	448.18	3,339.54	27,985.69
		INR			19,888.53	150,671.07	1,162,550.07

	1	2	3	4	5	6	7
2.	2186-OMD Tsunami Emergency Assistance (Sector) Project	USD	12/05/2005	100,000.00	448.18	3,339.54	27,985.69
		INR			18,888.53	150,671.07	1,182,550.07
	IBRD IBRD	USD		517,000.00	18,785.08	38,955.07	33,383.37
		INR			764,792.75	1,767,891.10	1,502,642.09
	GU Gujarat	USD		1,000.00	0.00	171.07	358.72
		INR			0.00	7,908.41	25,155.18
3.	P4250 Gujarat Urban Development Project	USD	01/02/2006	1,000.00	0.00	171.07	358.72
		INR			0.00	7,908.41	25,155.18
	KN Karnataka	USD		216,000.00	440.40	17,303.93	6,564.33
		INR			19,349.00	788,346.21	262,976.68
4.	4818-IN Karnataka Municipal Reforms Project	USD	02/05/2006	216,000.00	440.40	17,303.93	6,564.33
		INR			19,349.00	788,346.27	262,976.68
	TN Tamil Nadu	USD		300,000.00	16,324.69	21,520.07	26,462.32
		INR			745,443.75	971,636.49	1,214,510.23
5.	4798-IN Third Tamilnadu Urban Development Project	USD	14/09/2005	300,000.00	16,324.69	21,520.07	26,462.32
		INR			745,443.75	971,636.49	1,214,510.23
	URDE Urban Development	JPY		44,704,000.00	0.00	0.00	379,811.60
		INR			0.00	0.00	131,224.81
	GOJP Japan	JPY		44,704,000.00	0.00	0.00	379,811.60
		INR			0.00	0.00	131,224.81
	KN Karnataka	JPY		44,704,000.00	0.00	0.00	379,811.60
		INR			0.00	0.00	131,224.81
6.	IDP-171 Bangalore Metro Rail Project	JPY	31/03/2006	44,704,000.00	0.00	0.00	379,877.60
		INR			0.00	0.00	131,224.81
	Grand Total (INR)				784,681.28	1,918,662.17	2,873,371.95
	URDE Urban Development	USD		100,000.00	236.23	23,765.96	37,352.58
		INR			10,499.30	1,069,224.75	1,487,160.47
	ADB Asian Development Bank	USD		100,000.00	236.23	23,765.96	37,352.58
		INR			10,499.30	1,069,224.75	1,487,160.47
	MS Multistates	USD		100,000.00	236.23	23,765.96	37,352.58
		INR			10,499.30	1,069,224.75	1,487,160.47
1.	0005-IND Asian Tsunami Fund Grant	USD	12/05/2005	100,000.00	236.23	23,765.96	37,352.58
		INR			10,499.30	1,069,224.75	1,487,160.47



**Development of Solar Cities**

1309. SHRI NAVEEN JINDAL: Will the Minister of NEW AND RENEWABLE ENERGY be pleased to state:

(a) whether the Government proposes to develop solar cities in the country;

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

(c) the financial assistance to be provided for each solar city; and

(d) the target set for generation of solar energy by these cities?

THE MINISTER OF STATE OF THE MINISTRY OF NEW AND RENEWABLE ENERGY (SHRI VILAS MUTTEMWAR): (a) and (b) The Ministry of New and Renewable Energy has introduced a new Scheme on 'Development of Solar Cities'. It is aimed at encouraging and assisting the urban local bodies in assessing their present energy consumption and future demand, setting targets, and preparing Master Plans for energy generation and saving through energy efficiency measures and renewable energy installations. 60 cities are proposed to be developed as Solar Cities, one in each State, with a maximum of five cities in a State during the 11th Plan period.

(c) The Scheme provides for financial assistance of upto Rs. 50 lakhs per city for preparation of the Master Plan and for other support measures.

(d) The Master Plans will aim to achieve minimum 10% reduction in projected total demand of conventional energy at the end of five years.

[Translation]

**Insurance Companies**

1310. SHRI MAHAVIR BHAGORA:  
SHRI CHANDRA MANI TRIPATHI:  
SHRI AVINASH RAI KHANNA:  
DR. LAXMINARAYAN PANDEY:  
SHRI MADHU GOUD YASKHI:

Will the Minister of FINANCE be pleased to state:

(a) the percentage of population covered under insurance policies;

(b) whether the said percentage has increased after entering of private companies in insurance sector;

(c) if so, the details thereof;

(d) the norms and criteria adopted by the Government for issuing licence to the private insurance companies;

(e) the details of private insurance companies, domestic/foreign, given licence by the Government and functioning in the country as on date;

(f) the details of the profit earned by the public and private sector insurance companies during each of the last three years;

(g) whether some companies have left the business mid-way leaving the policy holders in lurch; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The Insurance Regulatory & Development Authority (IRDA) does not generate details of percentage of population covered through insurance policies as individuals may hold more than one policy from a given insurance company or from different insurance companies. However, as per information provided by IRDA, 22.62 crore life policies were in force in the country as on 31.03.2007.

(b) and (c) IRDA has reported that the performance of the insurance sector is assessed universally in the context of two parameters, namely, insurance penetration (defined as the ratio of premium underwritten in a given year to the gross domestic product) and insurance density (defined as the ratio of premium underwritten in a given year to the total population measured in US Dollars for convenience of comparison). In the year 2000, insurance penetration and insurance density were 2.32 and US\$ 9.9 respectively, while in the year 2006 both of these parameters had increased to 4.80 and US\$ 38.4.

(d) The norms and criteria for issuing registrations to private insurance companies for commencement of operations are laid down in the Insurance Act, 1938 and IRDA (Registration of Indian Insurance Companies) Regulations, 2000. The regulations prescribe, *inter-alia*, satisfaction of the Authority on the 'fit and proper' norms of the promoters, compliance with Foreign Direct

Investment requirements, financial competence of the promoters to provide the initial minimum capital of Rs. 100 crore and additional capital to meet regulatory requirements on an ongoing basis, the acceptability of the business plan proposed, technical competence to execute the same, and while ensuring protection of the interests of policy holders etc.

(e) and (f) IRDA has reported that as on date it has granted registration to 37 insurance companies—18 in the life segment, 18 in the non-life segment and

one in the re-insurance segment. All these insurance companies are domestic companies and in the case of joint ventures, the equity holding of the foreign partner is limited to 26%. The details of the public and private sector insurance companies and profit earned by them during each of the last three years are given in the enclosed statement.

(g) and (h) No, Sir. IRDA has reported that there has not been any instance of any company winding up midway or leaving the policyholders in the lurch.

### **Statement**

#### *Profit/Loss of Life and Non-Life Insurers*

(Rs. In lakhs)				
Sl.No.	Name of the Insurer	2006-07	2005-06	2004-05
1	2	3	4	5
<b>Life Insurers</b>				
<b>Private Insurers</b>				
1.	Birla Sun Life Insurance Co. Ltd	(13,974)	(6,113)	(6,061)
2.	ICICI Prudential Life Insurance Co. Ltd.	(64,891)	(18,788)	(21,162)
3.	ING Vysva Life Insurance Co. Ltd.	(17,757)	(12,400)	(9,376)
4.	HDFC Standard Life Insurance Co. Ltd.	(12,556)	(12,875)	(8,973)
5.	Max New York Life Insurance Co. Ltd.	(6,047)	(6,006)	(9,966)
6.	Reliance Life Insurance Co. Ltd.	(31,511)	(9,840)	(5,401)
7.	Bajaj Allianz Life Insurance Co. Ltd.	(7,170)	(9,854)	(3,676)
8.	SBI Life Insurance Co. Ltd.	383	202	(1,150)
9.	Kotak Mahindra Life Insurance Co. Ltd	(11,047)	(4,442)	(1,645)
10.	Tata-AIG Life Insurance Co. Ltd	(7,236)	(5,391)	(4,559)
11.	Met-Life India Insurance Co. Ltd	(1,197)	(9,774)	(4,881)
12.	Aviva Life Insurance Co. Ltd	(13,175)	(14,387)	(9,097)
13.	Sahara Life Insurance Co. Ltd.	(51)	(784)	(747)
14.	Shriram Life Insurance Co. Ltd. ●	950	218	
15.	Bharti Axa Life Insurance Co. Ltd. #	(8,043)		
16.	Future Generali India Life Insurance Co. Ltd.*			
17.	IDBI Fortis Life Insurance Co. Ltd.*			

1	2	3	4	5
	<b>Public Insurer</b>			
18.	Life Insurance Corporation of India	77,382	63,158	70,837
	<b>Non-Life Insurers</b>			
	<b>Private Insurers</b>			
1.	Royal Sundaram Alliance Insurance Co. Ltd.	2,119	863	501
2.	Bajaj Allianz General Insurance Co. Ltd.	7,537	5,156	4,709
3.	Tata-AIG General Insurance Co. Ltd.	2,157	1,360	1,224
4.	Reliance General Insurance Co. Ltd.	162	1,437	583
5.	IFFCO Tokio General Insurance Co. Ltd.	2,713	1,462	1,472
6.	ICICI Lombard General Insurance Co. Ltd.	6,836	5,031	4,835
7.	Cholamandalam Ms General Insurance Co. Ltd.	1,249	(312)	(334)
8.	HDFC Chubb General Insurance Co. Ltd.	200	441	(799)
9.	Apollo DKV Life Insurance Co. Ltd.*			
10.	Future Generali India Assurance Co. Ltd.*			
11.	Universal Sompo General Insurance Co. Ltd.*			
12.	Star Health●	(259)	(126)	
	<b>Public Insurers</b>			
13.	New India Assurance Co. Ltd.	145,995	71,638	40,223
14.	Oriental Insurance Co. Ltd.	49,727	28,392	33,052
15.	National Insurance Co. Ltd	42,128	(10,625)	13,112
16.	United Insurance Co. Ltd	52,886	42,523	30,771
17.	ECGC	36,970	22,176	7,614
18.	Agriculture Insurance Co. Ltd	4,898	5,181	16,846
	<b>Re-Insurance Company</b>			
19.	General Insurance Corporation of India (Re-Ins.)	153,134	59,852	20,002

\*Registered as Insurance Company in 2007-08.

● Commenced operations in 2005-06.

# Commenced operations in 2006-07.

*[English]***Service Tax from Local Self Government Institutions**

1311. SHRI K. FRANCIS GEORGE:  
SHRIMATI C.S. SUJATHA:

Will the Minister of FINANCE be pleased to state:

(a) whether Government had taken a decision to levy Service Tax on rental income of immovable properties of Local Self Government Institutions;

(b) if so, the quantum of such tax collected so far, State-wise;

(c) whether some States have objected to the collection of such taxes; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Renting of immovable property, whether or not owned by Local Self Government, for use in the course or furtherance of business or commerce, is leviable to service tax with effect from 01.06.07.

(b) Collection of revenue from service tax State-wise for individual services is not collected and compiled.

(c) No State Government has objected levy of service tax on renting of immovable property.

(d) In view of (c) above, does not arise.

*[Translation]***Linking of Villages under PMGSY**

1312. SHRI SRICHAND KRIPLANI:  
SHRIMATI KALPNA RAMESH NARHIRE:  
SHRI HARIKEWAL PRASAD:  
SHRI RAJNARAYAN BUDHOLIA:  
SHRIMATI RUPATAI D. PATIL:  
SHRI PUNNU LAL MOHALE:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the number of villages having population of 500 or more connected to main roads under Pradhan Mantri Gram Sadak Yojana (PMGSY) during the last two years, State-wise:

(b) whether any time limit and target has been fixed for connecting rural roads:

(c) if so, the details thereof: and

(d) the number of roads still remained unconnected, State-wise?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) Pradhan Mantri Gram Sadak Yojana (PMGSY) is a 100% Centrally Sponsored Scheme with the objective of providing connectivity by way of all-weather road to all unconnected habitations with a population of 500 persons and above in plain areas, and population of 250 persons and above in case of Hill, Desert and Tribal areas. Under PMGSY, habitation is the unit of connectivity. During the years 2005-06 and 2006-07, 8011 habitations having population of more than 500 have been connected. The State-wise details are given in the enclosed statement-I.

(b) and (c) Rural Roads is a component of Bharat Nirman. Bharat Nirman is a sub-set of PMGSY. Under Bharat Nirman, a goal has been set to provide connectivity to all villages with a population of 1000 persons and above (500 persons and above in case of hilly or tribal area) with an all-weather road by 2009. Accordingly, 59,461 habitations are targeted to be covered under Bharat Nirman by 2009.

(d) State-wise status of habitation coverage under Bharat Nirman is shown in the enclosed statement-II.

**Statement I****Pradhan Mantri Gram Sadak Yojana****Connectivity Status of 500+ Habitation  
2005-06 & 2006-07**

		Habitation in nos..
Sl.No.	State	500+Habitation in 2005-07
1	2	3
1.	Andhra Pradesh	97
2.	Arunachal Pradesh	0
3.	Assam	210
4.	Bihar	108

1	2	3
5.	Chhattisgarh	694
6.	Goa	2
7.	Gujarat	468
8.	Haryana	0
9.	Himachal Pradesh	182
10.	Jammu and Kashmir	1
11.	Jharkhand	60
12.	Karnataka	1
13.	Kerala	51
14.	Madhya Pradesh	674
15.	Maharashtra	273
16.	Manipur	24
17.	Meghalaya	14
18.	Mizoram	2
19.	Nagaland	5
20.	Orissa	304
21.	Punjab	148
22.	Rajasthan	2797
23.	Sikkim	33
24.	Tamil Nadu	294
25.	Tripura	35
26.	Uttar Pradesh	1007
27.	Uttaranchal	15
28.	West Bengal	512
Grand Total		8011

**Statement II***Progress of Bharat Nirman (Rural Roads Component)  
New Connectivity, Habitations*

Sl. No.	State	Target (Revised) (2005-09)	*Cumulative achievement upto Jan., 08
1	2	3	4
1.	Andhra Pradesh	24	15
2.	Arunachal Pradesh	93	18
3.	Assam	4445	1303
4.	Bihar	9956	1355
5.	Chhattisgarh	3960	1736
6.	Goa	2	2
7.	Gujarat	981	613
8.	Haryana	4	0
9.	Himachal Pradesh	969	474
10.	Jammu and Kashmir	1468	66
11.	Jharkhand	2991	284
12.	Karnataka	17	5
13.	Kerala	76	25
14.	Madhya Pradesh	7115	3331
15.	Maharashtra	298	191
16.	Manipur	181	40
17.	Meghalaya	128	23
18.	Mizoram	136	19
19.	Nagaland	36	16
20.	Orissa	5709	950
21.	Punjab	59	50
22.	Rajasthan	3009	2790
23.	Sikkim	154	55
24.	Tamil Nadu	92	46

1	2	3	4
25.	Tripura	810	92
26.	Uttar Pradesh	3825	2419
27.	Uttarakhand	795	60
28.	West Bengal	12128	2271
Total		59461	18249

[English]

### Public-Private Partnership in ICDS

1313. SHRIMATI MINATI SEN:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the government has contemplated to introduce Public Private Partnership (PPP) in the Integrated Child Development Services (ICDS) Scheme and thereby promoting privatization in most vital social sector as reported in the *Hindu* dated February 15, 2008; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) Yes, Madam. Public-Private Partnership is one of the interventions proposed under the Restructured ICDS Scheme to facilitate improvement in quality of service delivery which would benefit children and women accessing services under the ICDS Scheme.

(b) The details are yet to be worked out.

### Reverse Mortgage Scheme

1314. SHRI SARVEY SATYANARAYANA: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has initiated reverse mortgage scheme for senior citizens; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b)

Pursuant to the announcement made in the Budget for 2007-08, the National Housing Bank (NHB) formulated the guidelines for the Reverse Mortgage Loan (RML) Scheme for Senior Citizens and placed it on its website for implementation by banks and Housing Finance Companies registered with it. Some of the main features of the scheme are as under:

- Under RML scheme a Senior Citizen above 60 years of age can avail a loan against the mortgage of his/her house while remaining the owner and occupying the house.
- The Senior Citizen borrower is not required to service the loan during his/her lifetime.
- The loan amount may be used by the borrower for varied purposes including up-gradation/renovation of residential property, medical exigencies, etc. However, use of RML for speculative, trading and business purposes is not permissible.
- On the borrower's death or on the borrower leaving the house property permanently, the loan is to be repaid along-with accumulated interest through sale of the house property.
- The borrower(s) or his/her/their heir(s) also have the option of prepaying the loan at any time during the loan tenure or later.

### IHSDP

1315. SHRI DUSHYANT SINGH: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has approved any scheme for three towns in Rajasthan under the Integrated Housing and Slum Development Programme (IHSDP);

(b) if so, the details thereof, and the funds sanctioned under this scheme during 2007-2008;

(c) whether the scheme is also proposed to be extended to some more towns in the State during 2008-2009; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) 29 Projects with total project cost of Rs. 291.06 crores have been approved so far under the Integrated Housing and Slum Development Programme (IHSDP) in the State of Rajasthan. The details of the projects approved are given in the enclosed statement.

(c) and (d) All the cities/towns in the State are covered under IHSDP except the cities of Jaipur and Ajmer-Pushkar which are covered under the Basic Services to the Urban Poor (BSUP) sub-mission of Jawaharlal Nehru National Urban Renewal Mission (JNNURM). Project proposals formulated by the State Government are considered for grant of Additional Central Assistance in accordance with IHSDP guidelines.

**Statement**

*Integrated Housing and Slum Development Programme (IHSDP)*

*Total Projects Approved*

(Rupees in crores)

Sl.No.	Name of the State	Name of Town/ ULB/ Municipality	No. of Projects Approved	Total Project Cost Approved	Total number dwelling units Approved	Total Central Share Approved	Total State Share Approved	1st installment (50% of Central Share Approved	Total ACA released by M/o Finance
1	2	3	4	5	6	7	8	9	10
1.	Rajasthan	Alwar	1	19.71	2456	14.60	5.11	7.30	7.30
2.	Rajasthan	Asind	1	5.08	694	3.91	1.18	1.95	1.95
3.	Rajasthan	Bali Nagar	1	3.30	301	2.64	0.66	1.32	1.32
4.	Rajasthan	Baran	1	9.70	407	7.37	2.33	3.68	3.68
5.	Rajasthan	Jodhpur	1	20.56	883	12.14	8.41	6.07	
6.	Rajasthan	Bhawani Mandi	1	1.82	114	1.43	0.38	0.72	0.72
7.	Rajasthan	Bhilwara	1	19.13	1704	15.10	4.03	7.55	7.55
8.	Rajasthan	Bikaner	1	3.32	0	2.66	0.66	1.33	1.33
9.	Rajasthan	Chhabra	1	4.47	312	3.58	0.89	1.79	1.79
10.	Rajasthan	Balotra	1	8.48	447	5.47	3.01	2.73	
11.	Rajasthan	Barmer	1	23.71	1281	15.22	8.50	7.61	
12.	Rajasthan	Chittorgarh	1	6.70	540	5.12	1.58	2.56	2.56
13.	Rajasthan	Falna	1	4.46	361	3.52	0.95	1.76	1.76
14.	Rajasthan	Gangapur	1	3.52	161	2.46	1.06	1.23	1.23
15.	Rajasthan	Gulabpura	1	1.24	0	1.00	0.25	0.50	0.50
16.	Rajasthan	Hanumangarh	1	22.25	651	17.54	4.71	8.77	8.77

1	2	3	4	5	6	7	8	9	10
17.	Rajasthan	Jaisalmer	1	16.76	1042	12.64	4.12	6.32	6.32
18.	Rajasthan	Jhalarpatan	1	4.21	412	3.16	1.05	1.58	1.58
19.	Rajasthan	Jhalawara	1	4.58	245	3.48	1.10	1.74	1.74
20.	Rajasthan	Kota	1	21.62	1478	17.04	4.58	8.52	8.52
21.	Rajasthan	Pali	1	22.06	2722	17.64	4.41	8.82	8.82
22.	Rajasthan	Pratapgarh	1	11.20	711	7.20	4.00	3.60	3.60
23.	Rajasthan	Rani Nagar	1	0.79	19	0.63	0.16	0.32	0.32
24.	Rajasthan	Sadri	1	1.29	46	1.03	0.26	0.52	0.52
25.	Rajasthan	Sikar	1	5.44	556	4.35	1.09	2.18	2.18
26.	Rajasthan	Sojat	1	3.16	196	2.53	0.63	1.27	1.27
27.	Rajasthan	Tonk	1	4.46	136	3.57	0.89	1.78	1.78
28.	Rajasthan	Sawai Madhopur	1	3.48	976	9.93	3.56	4.96	4.96
29.	Rajasthan	Udaipur	1	24.55	1737	16.07	8.48	8.03	8.03
Total			29	291.06	20588	213.02	78.04	106.51	90.09

#### **Allocation of Funds under Rural Development Schemes**

1316. SHRI RAMCHANDRA PASWAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the basis for allocation of funds under various rural development schemes;

(b) whether the Government proposes to allocate more funds to States performing well in implementation of schemes;

(c) if so, whether any guideline has been issues in this regard; and

(d) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (d) The Ministry of Rural Development through State Governments and Union Territory Administrations implements the major schemes of National Rural Employment Guarantee

Scheme (NREGS), Sampoorna Gramin Rozgar Yojana (SGRY), Swarnjayanti Gram Swarajgar Yojana (SGSY), Indira Awaas Yojana (IAY), Pradhan Mantri Gram Sadak Yojana (PMGSY), DRDA Administration, Accelerated Rural Water Supply Programme (ARWSP), Total Sanitation Campaign (TSC), Integrated Watershed Management Programme (IWMP) and National Programme for Comprehensive Land Resource Management (NPCLRM). Funds under all schemes are allocated as per laid down criteria in the approved guidelines.

Under SGSY, the allocation is made on the basis of the Below Poverty Line (BPL) families in the district. Under IAY, the inter district allocation within a state is done by assigning 75% weightage to housing shortage and 25% weightage to rural SC/ST population of the concerned districts. In case of SGRY, the allocation of funds to districts are made on the index of backwardness formulated on the basis of the proportion of rural SC/ST population in the district to the total SC/ST population in the state and inverse of per capita production of the agricultural workers in that district. Under programme of DRDA Administration the districts are categorized



based on numbers of blocks and the administrative cost per district is fixed. IWMP is project-based demand driven programmes and projects are funded on the basis of per hectare cost norms. The NREGS is demand-based and depends upon demand for employment under the scheme and there is no allocation criterion.

#### **New Township around Mega Cities**

1317. SHRI M.P. VEERENDRA KUMAR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has formulated a policy to create new towns around the mega cities to curb rising prices of real estate and easing burden of population on these cities; and

(b) if so, the details thereof?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) No, Sir. However, such policy decision are taken by the State Governments, as urban local bodies are State subjects.

#### **Child Abuse**

1318. SHRI VIJOY KRISHNA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Government has put in place a tracking system to monitor parents with the aim of minimizing chances of child abuse; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) No, Sir.

(b) Does not arise.

#### **Backlog of Flats under Reserved Categories**

1319. SHRI PARSURAM MAJHI:  
SHRI LALMANI PRASAD:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether huge backlog of Flats/Plots meant for reserved peoples are available in various schemes of Delhi Development Authority;

(b) if so, the details of action taken to complete it;

(c) if not, the reasons therefor;

(d) whether any representation has been received from All India Association for SC/ST and Physically Handicapped on these issues; and

(e) if so, the action taken thereon?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The Delhi Development Authority (DDA) has informed that there is no backlog in the allotment of flats to reserved categories under any of the Housing Schemes. Further, there is no backlog in the allotment of plots to reserved categories, except in the case of 150 Ex-Servicemen, under Rohini Residential Scheme, 1981.

(b) and (c) The allotment of plots in the case of 150 Ex-Servicemen under Rohini Residential Scheme, 1981, is depend upon availability of plots and maturity of their priority as per 1% reserved quota.

(d) Yes, Sir.

(e) Reply was sent to the Association on 8.5.2007.

#### **Working Women Hostels**

1320. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether the Union Government has received project from the Government of Gujarat for working women hostels at Jamnanagar, Rajkot, Bhavnagar, Porbandar, Ahmedabad, Vadodara, Swat, Vapi, Bharuch and Mehsana; and

(b) if so, the progress made in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) One proposal for Working Women's Hostel in Bhavnagar District was forwarded by the Government of Gujarat in March 2007. Deficiencies found in the proposal were intimated to the State Government and the applicant organization. Rectified proposal has not been received so far. No other proposal for any Working Women's Hostel in Gujarat has been received in the Ministry of Women and Child Development in the last five years.

*[Translation]***Indo-Swiss Co-operation in Power Sector**

1321. SHRI HANSRAJ G. AHIR: Will the Minister of POWER be pleased to state:

(a) whether any bilateral agreement has been signed between India and Switzerland in the field of power sector;

(b) if so, the details thereof; and

(c) the terms and conditions of the agreement?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) No, Sir.

(b) and (c) Do not arise.

*[English]***Closure of Nagajhari Hydro Power Plant**

1322. SHRI IQBAL AHMED SARADGI: Will the Minister of POWER be pleased to state:

(a) whether Karnataka State has come under the grip of severe power shortage following failure of the entire Nagajhari Hydro Power Plant and one unit of Raichur Thermal Power Plant;

(b) if so, the details thereof; and

(c) the steps taken by the Government to provide financial assistance to supply additional power to the State?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) There has been no incident of failure of the entire Nagajhari Hydro Power Station (855 MW) during the months of January and February, 2008. However, one 210 MW unit of Raichur TPS (7x210 MW) remained under forced outage continuously, once for 6 days and second time for 8 days in January 2008 leading to loss of 210 MW capacity during the period. In February 2008, one of the 210 MW units of Raichur TPS was under outage on a few occasions. Between 25th and 27th February 2008, two 210 MW units were under outage.

The energy and peak shortages in Karnataka during the month of January, 2008, were 4.0% and 10.4%, as compared to 3.0% and 9.3% respectively during January, 2007. Similarly, the energy and peak shortages in the State during February, 2008 were 5.4% and 15.4% respectively as compared to the respective shortages of 2.7% and 7.1% during February, 2007.

(c) No financial assistance is provided by the Government for supply of additional power to the States. The State of Karnataka has not yet been able to finalize a viable coastal site for the Ultra Mega Power Plant to be located in Karnataka.

**Regulation for Real Estate**

1323. SHRI S.K. KHARVENTHAN:  
SHRI RAMESH DUBE:  
SHRI SARVEY SATYANARAYANA:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has drafted Real Estate Management (Regulation and Control) Bill, to control the Real Estate Prices;

(b) if so, the main features thereof;

(c) if not, the reasons therefor; and

(d) the time by which the Bill is likely to be introduced?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (d) As per Entry 5 of the State List in the 7th Schedule of the Constitution of India, "Local Government" is a State subject. The regulation of private developers and builders comes under the purview of State Governments, Urban Local Bodies/ Development Authorities who control their activities under the provisions of State Town and Country Planning/City Development Authority Acts. However, the Government is considering formulation of a Real Estate Management (Regulation and Control) Bill which will be applicable to the National Capital Territory of Delhi and may serve as a model legislation for other States. The Bill is at draft stage.

*[Translation]*

**Financial Assistance to Indian Farmers  
by World Bank**

1324. SHRI SANTOSH GAMGWAR: Will the Minister of FINANCE be pleased to state:

(a) whether in view of poor financial conditions of farmers and also to protect them from money-lenders, the World Bank has been approached to release financial aid;

(b) if so, the quantum of said aid and the States wherein the said aid is likely to be provided to the farmers; and

(c) the State-wise and area-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) No, Sir. However, out of the total financial package of Rs. 13,596 crore, for strengthening the Short Term Cooperative Credit Structure (STCCS) in the Country comprising State Cooperative Banks (SCBs), District Central Cooperative Banks (DCCBs) and Primary Agriculture Credit Societies (PACS), the World Bank has agreed to provide an assistance of US\$ 600 million to the Government of India. The World Bank assistance is proposed in the form of loan of US\$ 300 million from International Bank for Reconstruction and Development (IBRD) and a credit of SDR 196.8 million (equivalent to US\$ 300 million) from International Development Association (IDA).

The World Bank Loan is to be used for supplementing the Government Package for rehabilitation of Short Term Cooperative Credit Structure in the States of Orissa, Gujarat, Uttar Pradesh, Uttarakhand and Haryana.

*[English]*

**Reforms in Power Sector**

1325. SHRI RAVI PRAKASH VERMA:  
SHRIMATI JAYAPRADA:  
SHRI NIKHIL KUMAR:  
SHRI JUAL ORAM:  
SHRI SARVEY SATYANARAYANA:  
SHRI G.M. SIDDESWARA:  
SHRI TAPIR GAO:  
SHRI SANAT KUMAR MANDAL:

Will the Minister of POWER be pleased to state:

(a) whether there has been considerable delay in the implementation of power reforms, awarding of mega transmission projects and commissioning of Ultra Mega Power Projects in the country;

(b) if so, the reasons therefor;

(c) the steps taken by the Union Government to boost the implementation of power reforms, awarding of mega transmission projects and commissioning of Ultra Mega Power Projects; and

(d) the allocation made to power sector in the Eleventh Five Year Plan, State-wise?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) Electricity is a concurrent subject under the Constitution. Therefore, the Government of India has been discussing power sector issues with the States from time to time. In the Conference of Chief Ministers convened by the Ministry of Power on 28th May, 2007, concerns were expressed on the poor progress in the addition to generation capacity, in cutting down transmission and distribution losses, in reducing wasteful consumption, in providing open access and in attracting adequate private investment in power sector. A copy of the resolution adopted by the Conference expressing resolve of the Centre and the States to address various issues in the power sector is enclosed as statement-I.

The selected developer of an Ultra Mega Power Project is allowed a specified period for commissioning the project beginning from the date on which the power purchase agreement becomes effective. Three Ultra Mega Power Projects for which the power purchase agreements have become effective, are slated to be commissioned during the 12th Five Year Plan. No deviation from the commissioning schedule as provided in the power purchase agreements has been reported so far.

There is no project known as "Mega Transmission Project". However, the transmission systems for evacuation of power associated with Ultra Mega Power projects have been planned by Central Electricity Authority and are to be implemented by POWERGRID matching with the commissioning schedule of the respective Ultra Mega Power Projects.

(d) As informed by the Planning Commission, the proposed allocation in Energy Sector (including power) for the States and Union Territories for the Eleventh Five Year Plan is given in the enclosed statement-II.

**Statement I*****Resolution adopted by the Chief Ministers' Conference on Power (28th May, 2007)***

1. The Conference recognizes the vital importance of the power sector in the development of the economy which is on a trajectory of high growth and resolves that a time bound closely monitored action programme for accelerated capacity addition, drastic loss reduction, achievement of the rural electrification targets set out under Bharat Nirman, and promotion of efficient energy and Demand Side Management, be put in place at the Centre and in the States.
2. The Conference acknowledges that electricity is a concurrent subject. The States and the Centre shall jointly endeavour to provide access to electricity to all. The States are conscious of their primary responsibility of ensuring availability and distribution of electricity. The continued proactive initiatives of the Union Government in coordinated planning, supplementing generation through Central Public Sector Undertakings, inter-state and inter region transmission, rural electrification, providing financial assistance through various programmes and institutions, and in guiding the reforms process, along with the proactive stance of the States, are vital to achieve this objective.
3. The Conference acknowledges that the Bharat Nirman targets for rural electrification have to be met in order to ensure that rural India has adequate access to electricity; and resolves that the Central Government would, through the Rajiv Gandhi Grameen Vidyutikaran Yojana, continue to assist the State Governments help expand their rural networks and extend household connections to BPL families as set out under Bharat Nirman. The Government of India, in discharge of its statutory functions under the Electricity Act, would extend all possible financial and techno-managerial support. The States would urgently formulate clear, cost effective and comprehensive rural electrification plans which would address the concerns of sustainability, availability, affordability and delivery of power. The States should also develop appropriate revenue and franchisee models that may use system improvements to meet the requirements

of the rural areas and disadvantaged groups, particularly wherever it is a better alternative to existing arrangements. The Centre shall support the States in their commitment and take into account the special requirements of different States.

4. The Conference noted with concern that the country is presently facing serious peaking and energy shortages, and resolves that the States and the Centre would vigorously pursue the capacity addition programmes so as to create capacities in line with the rapid growth of demand of electricity and eliminate shortages within the 11th Plan to ensure the goal of "Power for all by 2012". The Centre and the States would ensure timely placement of orders by December 2007 for all projects intended to give benefits during the 11th Plan and ensure regular monthly project monitoring for their timely commissioning along pre-determined milestones. The Centre would set up a National Power Project Management Board for monitoring the timely commissioning of the unprecedented capacity addition and associated transmission projects. The States would also set up similar dedicated apparatus. Immediate steps would also be taken to expedite the development of hydro power and renewable sources. The Centre would continue to ensure the timely development of inter-state and inter-region transmission lines, with active facilitation by the States. Matching sub-transmission and distribution networks would be created by the States to synchronize with the capacity addition. The States supported the initiative of the Centre to set up Ultra Mega Power Projects (UMPPs). The Centre would also develop the necessary transmission network for UMPPs. The States would continue to effect further improvement in the PLF of their existing generating stations. The Government of India would facilitate the timely and adequate availability of coal and gas for the generating plants at reasonable and competitive prices within the existing legal framework. The linkage from coal fields will be locationally rationalized, to the extent possible.
5. The Conference recognizes that an estimated captive generating capacity of about 20,000 MW is being sub-optimally utilized in a phase of critical power shortage; and resolves that no

generating capacity would be left idle. The States would facilitate captive power plants to provide spare generating capacity to the grid and strive to do away with restrictive levies, duties and regulations in a time-bound manner.

6. The Conference further resolves that the States commit themselves to operationalizing 'open access' in the transmission and distribution sectors and resolve to issue policy directives to regulators, if necessary, to appropriately restructure cross subsidy surcharge, wheeling charges and other charges, with a view to augment the quantum of power flowing into the grid in the prevailing environment of shortages.
7. The Conference recognizes that the operationalizing of 'open access' and competition in the supply of electricity to consumers would improve the supply position, help lower the tariffs and attract much needed investment in capacity addition; and resolved that the Centre and the States would unshackle generation, transmission and distribution to enhance the availability of electricity and its unhindered movement to consumers. The Centre and the States would also issue any necessary policy directives to any undertaking or regulator to this end, in the interest of consumers, within and outside the concerned State.
8. The Conference recognizes that the current level of AT&C losses constitute a grave threat to the viability of the power sector and the distribution segment, which is currently losing about Rs. 47,000 crores per annum, is the weakest link in the power system; and resolves that the States commit themselves to achieve and sustain drastic reduction in the overall AT&C losses through the next five years, and at least to a level of 15% in the APDRP project areas as has been demonstrated by the participating States in 163 towns and cities. Towards this end, the States with appropriate assistance from the Centre would establish the necessary baseline data and IT applications for energy accounting and auditing, besides ensuring a resolute elimination of electricity theft, which is negating various investments and initiatives for power sector reforms. It is further reiterated that where free or subsidized power is provided to a section of consumers, the State Government

shall ensure upfront payment of the same to the utilities.

9. The Conference recognizes that there is a very significant potential of saving electricity through its efficient use; and resolves that States and the Centre should focus on Demand Side Management measures and ensure such interventions as would provide immediate results for saving electricity. These interventions could include bulk procurement and distribution of CFLs, adoption of the Energy Conservation Building Code (ECBC), promoting and mandating the use of energy efficient pump sets and other energy efficient equipment and appliances, besides giving appropriate financial and tax incentives for their manufacture.
10. To periodically review the implementation of the resolutions adopted in the Conference, it is decided to set up a Standing Group of Power Ministers under the Chairmanship of the Union Power Minister to meet once a quarter.

#### **Statement II**

#### *Proposed allocation in Energy Sector (including Power) for the States & UTs for the Eleventh Plan Period*

(Rs. crore at 2006-07 prices)

Sl.No.	State/UTs	Proposed Allocation
1	2	3
	<b>States</b>	
1.	Andhra Pradesh	22582.35
2.	Arunachal Pradesh	1280.19
3.	Assam	2601.67
4.	Bihar	4717.84
5.	Chhattisgarh	13991.40
6.	Goa	830.08
7.	Gujarat	3767.21
8.	Haryana	3901.64
9.	Himachal Pradesh	1122.14

1	2	3
10.	Jammu & Kashmir	8196.95
11.	Jharkhand	5634.62
12.	Karnataka	12876.51
13.	Kerala	5547.94
14.	Madhya Pradesh	9416.25
15.	Maharashtra	19130.70
16.	Manipur	1498.71
17.	Meghalaya	1084.88
18.	Mizoram	691.41
19.	Nagaland	646.94
20.	Orissa	3431.93
21.	Punjab	8075.08
22.	Rajasthan	26441.82
23.	Sikkim	511.54
24.	Tamil Nadu	10743.30
25.	Tripura	636.44
26.	Uttar Pradesh	26371.03
27.	Uttarakhand	4966.05
28.	West Bengal	17630.11
	Union Territories	
1.	Andaman and Nicobar Islands	183.96
2.	Chandigarh	305.19
3.	Dadra & Nagar Haveli	235.14
4.	Daman & Diu	138.07
5.	Delhi	5488.68
6.	Lakshadweep	165.30
7.	Puducherry	541.58

*[Translation]***Education Loans**

1326. SHRI HEMMAL MURMU:  
 SHRI ABU AYES MONDAL:  
 SHRI P. MOHAN:  
 SHRI JASUBHAI DHANABHAI BARAD:  
 SHRI RAGHURAJ SINGH SHAKYA:  
 SHRI IQBAL AHMED SARADGI:

Will the Minister of FINANCE be pleased to state:

(a) the criteria fixed for granting the education loans and the amount of education loans disbursed to the students pursuing higher education in India and abroad during each of the last three years with the recovery position thereof, bank-wise;

(b) the target fixed and achieved for disbursement of education loan by Banks during each of the last three years, category-wise;

(c) whether the Government has any proposal to provide education loan on subsidized rates of interest;

(d) if so, the details thereof; -

(e) whether the Government has received complaints against the banks for creating hurdles to discourage students in getting education loan; and

(f) if so, the details thereof and the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) The criteria for granting education loan to students including eligibility of courses, eligibility of institutions conducting these courses, etc. are delineated in the guidelines for the revised Model Education Loan Scheme of the Indian Banks' Association (IBA). Data on bank-wise disbursement and recovery of education loans is not captured by the Reserve Bank of India (RBI). However, the total amount of education loan (outstanding) during the last three years as reported by the RBI is given below:

As on	Amount (Rs. in crore)
March 2005	6694
March 2006	11219
March 2007	14391

(b) No targets are fixed for disbursement of education loan.

(c) and (d) Proposal to provide interest subsidy on education loans is under consideration of the Government of India. The details of the scheme are yet to be finalised.

(e) and (f) References are received from time to time regarding problems encountered by students while applying for education loans. The issues raised in these references are taken up with the concerned banks with a view to understanding the nature of problems and redressing them. Sometimes the students are not aware of the basic requirements of the scheme, which may lead to rejection of their loan application. Keeping the above in view, the banks, as part of the facilitative measures, are advised to institute online system of loan applications, advertise the scheme through various types of media and organize loan camps at the beginning of academic session in order to service the students better and to create awareness about the salient features of the scheme.

#### **Exodus of Qualified Engineers from NHPC**

1327. SHRI MOHAN SINGH: Will the Minister of POWER be pleased to state:

(a) whether the Government is aware of the exodus of qualified engineers from the National Hydro Power Corporation (NHPC) during the last two years;

(b) if so, the number thereof category wise; and

(c) the steps taken by the Government to check the said exodus?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) Due to the renewed interest shown by investors in the power sector particularly in hydel power, there is a heavy demand in the country for experienced personnel. This has led to a high attrition rate in CPSUs including NHPC. NHPC have informed that during the last 2 years, 190 employees have resigned from NHPC as per the details given in the enclosed statement. NHPC have taken a number of steps to retain their experienced personnel which include:

(i) Formulation of retention Strategy.

(ii) Efforts to enhance its brand image in the areas of its core competence.

(iii) Giving a greater Impetus to the development and training of its employees.

(iv) Institution of Rewards and Recognition Schemes for its employees who perform well:

(v) Introducing local Allowances for the employees posted at remote Projects/Stations.

(vi) Trying to ensure a tenure based transfer policy for its employees.

#### **Statement**

*Abstracts figure of Employees who have resigned from NHPC between 01.01.2006 and 31.12.2007*

Discipline	Executives	Supervisors	Total
Civil	55	42	97
Electrical	38	15	51
Electronics	3	7	10
Industrial Engineers	2	0	2
Information Technology	3	8	11
Mechanical	7	12	19
Total	108	82	190

[English]

#### **Service Tax from Stock Brokers**

1328. SHRI RAGHUNATH JHA: Will the Minister of FINANCE be pleased to state:

(a) whether some companies raised a sum of Rs. 45,137 crore during 2007 through the issues of Initial Public Offerings and paid commission to stock broking firms for marketing IPOs;

(b) whether those stock broking firms are not paying service tax;

(c) if so, action taken to recover the service tax from them; and

(d) the quantum of service tax due against stock broking firms indicating the names/addresses of the firms against whom service tax worth more than Rs. 10 lakhs and above is pending?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) 102 companies raised a sum of Rs. 34010.48 crore through initial public offerings (IPOs) during 2007 and paid commission to stock broking firms for marketing of the said IPOs.

(b) and (c) Stock broking firms pay service tax. However, the service tax in respect of marketing of IPOs is not tracked separately.

(d) Nil.

#### **Rural Development and Creation of Infrastructure**

1329. SHRI MADAN LAL SHARMA:  
SHRI G. KARUNAKARA REDDY:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government has any proposal to spend at least Rs. one lakh crore in the coming year on rural development and creation of infrastructure;

(b) if so, the schemes identified for this purpose, State-wise; and

(c) the amount allocated for each scheme, State-wise?

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) to (c) The Ministry of Rural Development through State Governments and Union Territory Administrations implements the major programmes of National Rural Employment Guarantee Scheme (NREGS), Swarnjayanti Gram Swarojgar Yojana (SGSY), Sampurna Gramin Rozgar Yojana (SGRY), Indira Awaas Yojana (IAY), Pradhan Mantri Gram Sadak Yojana (PMGSY), DRDA Administration, Accelerated Rural Water Supply Programme (ARWSP), Total Sanitation Campaign (TSC), Integrated Watershed Management Programme (IWMP) and National Programme for Comprehensive Land Resource Management (NPCLRM) for rural development and creation of rural infrastructure. The Central Plan Outlay (Budget Estimate) proposed in

the budget for the coming year 2008-09 for all rural development schemes of the Ministry of Rural Development is Rs. 49,400.00 crores. No State-wise allocation has been made so far.

#### **Alternative fuel for Power Plants**

1330. SHRI ANANDRAO VITHOBHA ADSUL: Will the Minister of POWER be pleased to state:

(a) whether there is a need to put the power generation plants on alternative fuel to avoid the breakdown due to shortage of particular fuel as reported in the Hindu dated January 22, 2008;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) to (c) National Electricity Policy provides that for thermal power, economics of generation and supply of electricity should be the basis for choice of fuel from among the options available.

To mitigate the shortage of power in Delhi, Govt. of National Capital Territory (NCT) of Delhi has initiated action for procurement of liquid fuel for generation of power from one unit of Indraprastha Gas Thermal Power Station and for procurement of necessary spares for conversion of one more unit for generation with liquid fuel.

Regarding generation with liquid fuel a Pragti Power Station, Govt. of NCT of Delhi has informed that there are technical problems in operation of the unit with liquid fuel.

*[Translation]*

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

1331. SHRI AJIT JOGI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the number of schemes for welfare of Tribals being implemented in the country as on date particularly in Chhattisgarh;

(b) the details of the Non-Government Organisations, (NGOs) implementing the said schemes;



(c) the details of the funds allocated to these NGOs and the amount spent by them scheme-wise and NGO-wise;

(d) whether the Government is aware that the allocated funds are being used for other purposes; and

(e) if so, the details thereof and the steps being taken by the Government to check it;

(f) whether the Government proposes to provide the assistance directly to beneficiaries; and

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

THE MINISTER OF TRIBAL AFFAIRS (SHRI P.R. KYNDIAH): (a) The details of the schemes/programmes schemes being implemented by the Ministry of Tribal Affairs for the welfare of the Scheduled Tribes in the country, including in the State of Chhattisgarh, are given in the enclosed statement-I.

(b) to (c) The details of Non Governmental Organisations (NGOs) implementing the schemes of the Ministry and the funds released to these NGOs during the last three years is available in the Annual Report 2006-07 of the Ministry of Tribal Affairs, copies of which are available in the Parliament Library. The details of NGOs funded during the current financial year 2007-08 (upto 4.3.2008) are given in the enclosed statement-II, III, IV and V. To monitor the functioning of the NGOs and ensuring that the funds released by this Ministry are spent for the purpose for which they have been released, annual inspection by District Collector/Authority is mandatory. The grants are released only after satisfactory inspection report of District Collector/Authority. The amount utilised by the NGOs are watched through the mandatory audited accounts and utilisation certificate during the next year and any unspent balance of the previous year is adjusted in the subsequent financial year, as per the provisions of the General Financial Rules, 2005. Grants are not released to NGOs without obtaining Utilisation Certificate from them for the previous year.

(f) and (g) There is no proposal for giving such direct assistance to beneficiaries.

### **Statement I**

#### *Major Schemes/Programmes of the Ministry of Tribal Affairs for the Welfare and Development of Scheduled Tribes*

#### **Central Sector Schemes**

1. Grant in Aid to NGOs for Scheduled Tribes including Coaching and Allied and award for exemplary service.
2. Vocational Training in Tribal Areas.
3. Educational Complex in Low Literacy Pockets.
4. Grant-in-Aid to State Tribal Development Cooperative Corporation for Minor Forest Produce.
5. Development of Primitive Tribal Groups.
6. Rajiv Gandhi National Fellowship for Scheduled Tribe Students.
7. Scheme of Institute of Excellence/Top Class Institute.
8. National Overseas Scholarships for Scheduled Tribes.
9. Investment in TRIFED.

#### **Centrally Sponsored Schemes**

10. Schemes of Post Matric, Book Bank and Upgradation of Merit of Scheduled Tribe Students.
11. Girls Hostel and Boys Hostel for Scheduled Tribes.
12. Ashram Schools in Tribal Sub Plan Areas.
13. Research Information and Mass Education, Tribal Festival and Others.
14. Information and Technology.

#### **Special Area Programme**

15. Special Central Assistance to Tribal Sub Plan
16. Grant-in-Aid under Article 275(1) of the Constitution.

**Statement II*****State-wise List of Voluntary Organizations/Non-Governmental Organisations Funded during 2007-08 under The Scheme of Grant-In-Aid to Voluntary Organisation***

Sl.No.	Name of the VO's/NGOs with addresses	Project	2007-08 (04-03-08)
1	2	3	4
<b>ANDHRA PRADESH</b>			
1.	Bapuji Integrated Rural Development Society, At: Gaddamanugu, District: Krishna, A.P.	Residential School	1455030
2.	Gram Abhyudaya Society for Integrated Rural Devt. Society, 6th Ward, Kota Street, Urvakonda, Dist. Anantapur, A.P.	Residential School	3073835
3.	Grameena Samkhema Sangam, Kalakada, Chittoor, A.P.	Non-Residential School	601830
4.	R.K.Mission Ashram, R.K.Beach, Visakhapatnam, A.P.	Mobile Dispensary	409653
5.	Rural Organisation for Social Activity, At/PO: Manthenavanipalem Dist.Guntur, A.P.	Residential School	1039320
6.	Simhapuri Vidya Seva Samiti, Nellore, A.P.	10-Bedded Hospital	962910
7.	Society for Assistance and Vocational Education, Machilipatnam, Dist.Krishna, A.P.	Residential School	416294
8.	Sri Laxmi Mahila Mandali, D.No.-15-155, Mylavaram(V), Pin 521230, Gaddamanugu, Krishna Dist, A.P.	Non-Residential School	603630
	Total		8562502
<b>ANDAMAN AND NICOBAR ISLANDS</b>			
1.	Ramakrishna Mission, Port Blair, Andaman, Andaman & Nicobar Islands	Computer Training Centre	129862
	Total		129862
<b>ARUNACHAL PRADESH</b>			
1.	Arunachal Pali Vidyapeeth, Changkham, Dist.Lohit, Arunachal Pradesh	Residential School and Mobile Dispensary	2459610
2.	Buddhist Cultural Preservation Society, Upper Gampa, PO/PS: Bamdila, Dist. West Kamang, Arunachal Pradesh	Residential School and Computer Training Centre	1644210
3.	Centre for Buddhist Cultural Studies, Vill./PO: Tawang, Dist.Tawang, Arunachal Pradesh	Residential School	1127142
4.	R.K.Mission, Narottam Nagar, Via Deomali, Dist. Tirap, Arunachal Pradesh	Computer Training Centre(2), Residential School, Mobile Dispensary and 20-Bedded Hospital	5864378

1	2	3	4
5.	R.K.Mission, PO: Vivekanandnagar, Along, West Siang Dist., Arunachal Pradesh	Non-Residential School, 10-Bedded Hospital, Mobile Dispensary, Hostel and A.V.Unit	9182520
6.	R.K.Mission Hospital, Itanagar, Arunachal Pradesh	60-Bedded Hospital and Mobile Dispensary	4687684
7.	Ramakrishna Sarda Mission, PO:Khonsa, Dist.Tirap, Arunachal Pradesh	Residential School	2782494
8.	Bharatiya Adimjati Sevak Sangha, Thakkar Bapur Samarak Sadan, New Delhi-110055	Hostel	688595
9.	Vivekananda Kendra Arunijyoti, Itanagar, At-Itanagar, Distt. Papumpare, Arunachal Pradesh	Workers Training Centre and Mobile Library	1477820
10.	Oju Welfare Association, Near Naharlagun Police Station, Naharlagun, Arunachal Pradesh	Residential School (P+S)	2408670
	Total		32323123
	<b>ASSAM</b>		
1.	Dr.Ambedkar Mission, Vill.Dhopatari, Dist.Kamrup, Assam	10-Bedded Hospital and Mobile Dispensary	1820880
2.	Gram Vikas Parishad, At: Rangalo, Dist.Nagaon, Assam	Mobile Dispensary	390870
3.	R.K.Mission Ashram, RK Mission Road, Ulbari, Guwahati-781007, Assam	Hostel, Mobile Disp. and Library	802045
4.	R.K. Mission Sevashram, Silchar, Assam	Hostel	389430
5.	Sadai Asom Gramya Puthibharal Santha, Tellipatty, Dist. Nagaon, Assam	Library and Non-Residential School	695430
6.	Sreemanta Sankar Mission, PO/Dist.Nagaon, Assam	Mobile Dispensary	390870
	Total		4489525
	<b>CHHATTISGARH</b>		
1.	Kachana Dhurwa Sewa and Kalyan Samiti Vill+PO-Panduka, District-Raigarch Chhattisgarh	Non-Residential School	600998
2.	Nav Abhilasha Siksha Sansthan, At/PO: Budhwani, Dist.Rajnandgaon, Chhattisgarh	Residential School (from 2007-08)	1276020
3.	R.K.Mission Ashram, Narainpur, Dist.Baster, Chhattisgarh	6-Hostels, 1-Tribal Youth Training Centre and Automobile Engineering + New projects of Divyan Agri. Trg & Allied Subjects & Mobile Dispensary	2087969

1	2	3	4
4.	Sewa Bharati (Madhya Bharat), 'Matruchhaya', Swami Ramtirth Nagar, Opp. Maida Mill, Hoshangabad Road, Bhopal, Madhya Pradesh, PIN-462011.	three units of CTC, two unit of Hostel and a Residential School	2547118
	Total		6512105
	DADRA AND NAGAR HAVELI		
1.	Indian Red Cross Society, Red Cross Road, Opposite Bus Depot, Dadra & Nagar Haveli, Silvassa-396230	Mobile Dispensary	
	Total		0
	GUJARAT		
1.	Bharat Yatra Kendra, At/PO-Dediapada, Narmada, Gujarat	Hostel, Mobile Dispensary and Typing Training Centre	386730
2.	INRECA, Rajpipla Road, Timbapada, Dediapada, Dist.Narmada, Gujarat	Hostel	751041
3.	Sant Shri Asaramji Ashram, Sabarmati, Ahmedabad, Gujarat	Mobile Dispensary	401670
4.	Shri Sadgunudev Swami Akhananda Charitable Trust, Barumal, Dist.Valsad, Gujarat	Hostel	2276229
5.	Shri Swamin Nararayan Education Trust, At-Motapundha, Distt-Valsad, Gujarat	Residential School	1039320
	Total		4854990
	HIMACHAL PRADESH		
1.	Buddhist Cultural Society of Kee Gompa, PO: Key Monasrtry-172114, The-Spiti, Distt-Lahaul & Spiti, H.P.	Hostel	512482
2.	Institute of Studies in Buddhist Philosophy and Tribal Cultural Society, Tabo, Dist. Lahaul & Spiti, H.P.	Residential School	2438280
3.	Ramdha Buddhist Society, Village/PO: Rangrik, Dist. Lahaul Spiti, H.P.	Hostel	1552446
4.	Qinchen Zangpo Society for Spiti Development, Yol Cantt, District Kangra, H.P.	Residential School	3871920
	Total		8375128
	JAMMU AND KASHMIR		
1.	Lamdon Social Welfare Society, Leh, Ladhak, J&K	Residential School	1108364
2.	Mahabodhi International Meditation Centre, At-Devadan, Laddekh. J&K	Residential School	1066705
	Total		2175069

1	2	3	4
<b>JHARKHAND</b>			
1.	Bharat Sevashram Sangha (Pakur), At/PO/Dist: Pakur, Jharkhand	Residential School and Computer Training Centre	2577150
2.	Bharat Sevashram Sangha (Sonari), Sonari(w), Rivers Meet Road, Jamshedpur, Jharkhand	Mobile Dispensary(3 nos), Computer Training Centre, Cane and Bamboo, Mobile Library-cum-AV Unit and 2-Residential School, 20-Bedded Hospital (2), Knitting & Weaving & Handloom (2)	8970609
3.	R.K.Mission Ashram, Morabadi, Ranchi, Jharkhand	Divyan Unit, Rural Night School, Mobile Dispensary, Library, AV Unit	4454814
4.	R.K.Mission Tuberculosis Sanatorium, Ranchi, Jharkhand	50-Bedded Hospital and Mobile Dispensary	4914285
5.	Bharat Sevashram Sangha, At/Po-Ranishwar, Distt. Dumka, Jharkhand	2 Residential School, Mobile Dispensary, 10-Bedded Hospital, Knitting & Weaving Trainine Centre	4758371
	Total		25675229
<b>KARNATAKA</b>			
1.	Ashirwad Rural Development Trust, Kazipet, Gudibande, Dist.Kolar, Karnataka	10-Bedded Hospital	1027710
2.	Dr.Ambedkar Education Society(R) Nalkudure Gomala, Nalkudure, Pin-577544, Channagiri Taluk, Devengere Dist., Karnataka	Residential School	1039200
3.	Dr. Jachani Rastriya Sevapeetha, No.49, H.B.Samaj Road, Basavanagudi, Bangalore, Karnataka	Non-Residential School	1768433
4.	Harihara Graminbirudhi Sangh, At:Siddaganahalli, Dist.Kolar, Karnataka	Mobile Dispensary	390870
5.	Kumudhwati Rural Development Society, H.No.32, R.R.Extension, Madhugiri-572132, Tumkur Dist., Karnataka	Mobile Dispensary and Non-Residential School	3340908
6.	Pragati Rural Development Society, PO: Gerahalli, Chickalbalapur Taluk, Kolar Dist., Karnataka	Hostel	756360
7.	Sant Kabirdas Education Society, Gulbarga, Karnataka	Residential School	1001320

1	2	3	4
8.	Sri Manjunatha Swamy Vidya Samstha, 4206/9, Dist.Davangere, Kamataka	Residential School	1003819
9.	Sri Swamy Sarvadharm Shamayala Trust, Rangapura, Dist.Tumkur, Kamataka	Non-Residential School and Mobile Dispensary	1632339
10.	Swami Vivekanand Youth Movement, Kanchanahalli, Dist.Mysore, Kamataka	Residential School, 10-Bedded School and Mobile Dispensary	4912132
11.	Vivekananda Girijana Kalyan Kendra, Dist.Chamrajnagar, Kamataka	Mobile Dispensary, 10-Bedded School and Residential School	3965829
	Total		20838920
	KERALA		
1.	Swami Nirmalananda Balbhawanam, Sri Ramakrishna Ashrama, At-Kayamkulam, Distt-Apappuzha, Kerala	Hostel	713385
2.	Swami Vivekananda Medical Mission, Muttill, Wayanad, Kerala	20-Bedded School	1583710
3.	Vinobhaniketan, PO:Vinobhaniketan, Dist.Trivendrum, Kerala	Hostel, Mobile Dispensary and Balwadi/Crech Center	393728
	Total		2690823
	MADHYA PRADESH		
1.	Asadeep Kalyan Samiti, 86, Vinoba Ward, Sihora, District-Jabalpur, M.P.	Residential School and Knitting, Weaving and Handloom	738157
2.	Amarpur Bal Vikas Vidyamandir, AT/PO-Amarpur, District Dindori, MP	Non-Residential School	576747
3.	Bandhewal Shiksha Samiti, 92, Old Nariyal Kheda, Bhopal, M.P.	Non-Residential School and Computer Training Centre	1183948
4.	Bharatiya Adimjati Sevak Sangha, Thakkar Bapur Samarak Sadan, New Delhi-110055	Mobile Dispensary, Residential School, Computer Training Centre	2452725
5.	Hiteshri Samajik Santha, MIG-30/4B, Saketnagar, Bhopal, MP	Mobile Dispensary	618612
6.	M.P.Vanvasi Seva Mandal, Village-Tikriya, Post-Bikrampur, Maharajpur, Mandla, M.P.	Non-Residential School	724860
7.	Puspa Convent Education Society, C-537-538, Pushpa Nagar Colony, Bhopal-462010 (M.P.)	Non-Residential School	1172430
8.	Rama Education and Welfare Society, Wariyalkheda, Bhopal, M.P.	Non-Residential School and Computer Training Centre	1762907
9.	Swami Vivekanand Vidhya Niketan Shikchak Samiti, Yuvraj Club, Cantt Road, Guna, M.P.	Non-Residential School	609090
	Total		9839476

1	2	3	4
<b>MAHARASHTRA</b>			
1.	A.B.M.Samaj Prabodhan Sansthan, Dist. Thane, Maharashtra	50-Balwadi/Creche Centres and Mobile Dispensary	4349042
2.	Adivasi Deomongara Educational Society, At/PO: Natawad, Dist.Nandurbar, Maharashtra	Non-Residential Primary School	554495
3.	Deonil Shikshan Prasarak Mandal, Chandrapur, Maharashtra	Residential School (new)	508221
4.	Dharma Swamy Maharshee Shri Sant Gulabrao Maharaj Workari & Vikas Shikshan Sanstha, At/PO: Karla, Dist. Amravati, Maharashtra	10-Bedded Hospital and Mobile Dispensary	1005705
5.	Jai Hind Mitra Mandal, Kolha, Tal-Manwat, Distt.Parbhani, Maharashtra	Non-Residential School	1371519
6.	Rajmata Jijau Mahila Mandal, At.Parsole Secondary School, Main Road, Taloda, Tq.Taloda, Dist.Nandurbar(Maharashtra)	Non-Residential Primary & Secondary School	545198
7.	Rajmata Shikshan Prasarak Mandal, Doithan, Tal-Ashti, Distt-Beed, Maharashtra	Residential School (new)	956592
8.	Renuka Devi Shikshan Prasarak Mandal, Kukane, Malegaon, Maharashtra	Non-Residential Primary School	730769
9.	Sarthak Shikshan Prasarak Samaj, Malegaon Camp, Tal:Malegaon, Nasik (Maharashtra)	Non-Residential Primary School	1131184
10.	Sidhakala Shikshan Prasarak Mandal, Nandgaon, Tal.Nandgaon, Dist. Nasik, Maharashtra	Residential Primary School	1027458
11.	Ujwal Rural Development Society, At/PO. Newade, Dist. Dhule, Maharashtra	Hostel	753330
12.	Youth Welfare Association of India, Buldana, Maharashtra	10-Bedded Hospital (new)	1690829
13.	Sai Prasad Adivasi Seva Mandal, At/PO-Washind(West), Tal-Shahapur, Distt. Thane, Maharashtra	Residential School	1431270
14.	Chandral Mahila Mandal, At/PO-Pimpalner, Distt.Dhule, Maharashtra	Residential School	157500
15.	Late Yashwant Bali Ram Patil Shikshan Prasarak Mandal, Talai, Tal-Erandol, Distt. Jalgaon, Maharashtra	Residential School	157500
	Total		16370612
<b>MANIPUR</b>			
1.	Chil Chil Asian Mission Society Kanglatanbi, Distt-Senapati, Manipur	Hostel	339930
2.	Dr.Ambedkar School Planning & Development Society, New Lamka, Churachandpur, Manipur	Residential School	1676709

1	2	3	4
3.	Integrated Educational Social Development Organization, Khongman zone East-I Distt-Imphal East, Manipur	Non-Residential School	665289
4.	Integrated Rural Development & Educational Organisation, Wangbal, PO Thoubal, Manipur	Two units of Residential School	2332356
5.	Rural Educational and Socio-Economic Development Organisation, At Thanga Tongbram Leikai, BPO Thanga, Dist. Bishnupur, Manipur	Non-Residential School	1753574
6.	Siamsinpawipi, Churachandpur, Manipur	Residential School	4544658
7.	Society for Women's Education, Action and Reflection, Athokpam Khunou, Po-thoubal, Manipur,	Mobile Dispensary	574155
8.	United Rural Development Service HO:Heirolk Heituppokpi, Dist. Thoubal, Manipur	Residential School	1039320
9.	Volunteers for Rural Health and Action, Lamding, PO-Wangging-795148, Manipur	Mobile Dispensary and Typing & Shorthand Training Centre	1648152
	Total		14574143
<b>MEGHALAYA</b>			
1.	R.K.Mission, Shillong, East Khasi Hills, Meghalaya	Hostel, Mobile Dispensary and two-Library	1022800
2.	R.K.Mission Ashram, Cherapunjee, Dist.East Khasi Hills, Meghalaya	62-LP&ME/ Secondary School, Hostel and Higher Secondary School	30992553
3.	Seva Bharati, Shillong, Meghalaya	2-Mobile Dispensary and Residential School	1594567
	Total		33609920
<b>MIZORAM</b>			
1.	Baptist Church of Mizoram, Christian Hospital Serkawn, PO:Zotlang, Lungle Dist., Mizoram	Mobile Dispensary	401670
2.	Social Guidance Agency, Aizwal, Mizoram	Mobile Dispensary	353430
3.	Thutak Nuntak Nunpuitu Team, Zungtui, Aizwal-796017, Mizoram	Residential School	764400
	Total		1519500
<b>NAGALAND</b>			
1.	Hill View Welfare Society, Diphupar, Distt-Dimapur, Nagaland	Residential School (new)	1007820
2.	K. Hollohon Welfare Society, Dimapur, Nagaland	Non-Residential School (New)	522630
3.	Society for Aborigines and Kohima, Distt.Kohima, Nagaland	Training in Carpentry	27900



1	2	3	4
4.	Ablogensis Society Mamias Bliss, 6, Angami Khel, Nuton Bosti, Dimapur, Nagaland	Mobile Library-cum-AV Unit	571894
	Total		2130244
	ORISSA		
1.	Adivasi Social and cultural society At/Po Kuchinda, Distt-Sambalpur, Orissa	Residential School	3102470
2.	Ambedkar Educational Complex, Niladri Vihar, Chandrashekharpur, Bhubaneswar, Orissa	Hostel	732600
3.	Arun Institute of Rural Affairs, At: Aswakhola, PO:Karamul, Dist. Dhenkanal, Orissa	Residential School	1039320
4.	Association for Voluntary Action, At-Dimapur, Distt-Puri, Orissa	Residential School	1152252
5.	Banbasi Seva Samiti, AT/PO-Baliguda-762103, Distt-Kandhamal, Phulbani, Orissa	Hostel	726120
6.	Banki Achalik Adivasi Harijan Kalyan Parishad, At/PO-Banki, Distt-Cuttack, Orissa	Hostel and Creche Centre	1102860
7.	Bhairabi Club, At-Kumarpada, Dist.Khurda, Orissa	Residential School	2017755
8.	Cuttack Zilla Harijan Adivasi Seva Sanskar Yojana, At-Haladibansta, PO-Fakirabad, Dist.Kandupara, Orissa	Residential School	2958944
9.	Global Village for Rehabilitation & Development, At/PO:Udulibeda, Dist.Malkangiri, Orissa	Mobile Dispensary	718626
10.	Kalinga Institute of Industrial Pata, Khurda, Orissa	Residential School	4547340
11.	Nikhila Utkal Harijan Seva Sangha, Niladri Vihar, Sallashree Vihar, Bhubaneswar, Orissa	Residential School	1141920
12.	Orissa Harijan Sevak Sangha, Bhanipur, PO:Baripada, Dist.Mayurbhanj, Orissa	Residential School	1282920
13.	Orissa Sarvodaya Parishad, At/PO:Nuapada, Orissa-766105	Hostel	449910
14.	Orissa Social Rural Technology Institute, At-Garajanra, Dist.Cuttack, Orissa	Residential School	1120788
15.	R.K.Mission, Vivekananda Marg, Bhubaneswar, Orissa	Hostel and Library	592020
16.	R.K.Mission Ashrama, Puri, Orissa-752001	Hostel, Mobile Dispensary and Typing & Shorthand Training	684630
17.	Ramakrishna Vivekananda Vedanta Ashram, At-Saragalassi, Distt-Kalahandi, Orissa	Mobile Dispensary	1008897
18.	Rashtriya Seva Samiti 9, Old Huzur Office Buildings, Tirupati, Andhra Pradesh	Mobile Dispensary in Orissa	827135

1	2	3	4
19.	Seva Samaj, AI/PO:Gunupur, Dist.Rayagada, Orissa	Hostel	599625
20.	Shree R.K.Mission Ashram, AT/PO:Rampur, Dist.Kalahandi, Orissa	Hostel, Training in Agriculture and Allied Subject and Mobile Dispensary	5300000
21.	Social Weakens Awareness Development and Economic Service (SWADESHI), At: Gopalbandhu Nagar, Phulbani, Dist. Kandhamal, Orissa	Residential School	1615307
22.	Vishwajeevan Seva Sangha, At-Saradhapur, PO-Garshanput, Dist.Khurda, Orissa	Residential School	1039320
23.	Laxmi Narain Seva Paritisthan, At-Mansapol, Po-Jajpur, Distt. Jajpur, Orissa	Residential School	2078640
24.	Bharatiya Adimjati Sevak Sangha, Thakkar Bapur Samarak Saden, New Delhi- 110055	Hostel	851400
	Total		36690799
	RAJASTHAN		
1.	Banasthali Vidyapeeth Banasthali, Dist.Tonk, Rajasthan	Stipend Scheme	1286250
2.	Mewar Saririk Shiksha Samiti, AT-Hinta-Bhinder, PO-Bhinder, PIN-313603, Distt-Udaipur, Raiasthan	Residential School	1028605
3.	Sant Shri Asaramji Ashram Trust, Samerpur, Jhadol, Distt-Udaipur, Raiasthan	Mobile Dispensary	401670
4.	Sharadhalaya Ashram Samiti, Opp. Jhala House, Surajpol, Kota, Rajasthan	Residential School	2038646
	Total		4753171
	SIKKIM		
1.	Muyal Liang Trust, Yongda Hill, DPCA, Gangtok, Sikkim	Residential School	2959851
	Total		2959851
	TAMIL NADU		
1.	South India Scheduled Tribes Welfare Association, Saidapet, Chennai-15, Tamil Nadu	Residential School	1015967
	Total		1015967
	TRIPURA		
1.	Tnpura Adibashi Mahila Samiti, Salkama, 9/4, Krishnanagar, Tripura	Residential School	202500
2.	Tripura Council for Women & Child Development, Ramnagar, Tripura	Mobile Dispensary	346500
	Total		549000

1	2	3	4
<b>UTTAR PRADESH</b>			
1.	Servants of India Society, 846, Shivaji Nagar, Pune, Pin-411001, Maharashtra	Residential School & 4-Hostels	6888166
	Total		6888166
<b>UTTRANCHAL (UTTRAKHAND)</b>			
1.	Ashok Ashram, PO:Ashok Ashram, Via Dak Pathar, Dehradun, Uttaranchal	Residential School	3007571
2.	Mahila Grameen Utthan Samiti, Diwan Niwas, Zila Parishad Bhawan, Tildukri, Dist.Pithoragarh, Uttaranchal	Residential School	1039320
3.	Seemant Anusuchit Evam Janjati Seva Sansthan, Uttaranchal	Residential School	599220
4.	Uttarakhand Gramin Vikas Samiti, At/PO:Gwaldan, Dist.Chamoli, Uttaranchal	Mobile Dispensary	803340
	Total		5449451
<b>WEST BENGAL</b>			
1.	Bharat Sevashram Sangha (Aurangabad), At/PO: Aurangabad, Dist.Murshidabad, W.B.	Hostel and Mobile Dispensary	2531026
2.	Bharat Sevashram Sangha (Balurghat), At-Balurghat, Dist.Dakshin Dinajpur, W.B.	Hostel, Library and Mobile Library-cum-AV Unit	4281000
3.	Bharat Sevashram Sangha (Beldanga) Beldanga, Dist. Murshidabadd, W.B.	2-Residential School, Mobile Dispensary, 10-Bedded Hospital and Typing Shorthand training Centre	6854792
4.	Bharat Sevashram Sangha (Muluk) Via Bolpur, Dist.Birbhum, W.B.	Residential School, 2-Mobile Dispensary and Knitting/weaving & Handloom	2047212
5.	Bharat Sevashram Sangha (Suri), Dist. Birbhum, W.B.	Hostel and Mobile Dispensary	1238850
6.	Bharat Sevashram Sangha (Farakka) Farakka, Murshidabad, W.B.	Hostel	875687
7.	Bharat Sevashram Sangha, At/PO-Berhampore, District Murshidabad, West Bengal	Hostel	873450
8.	Bharat Sevashram Sangha (Ghaksale), PO-Bagsarai, At-Ghaksale, Dist.Malda, W.B.	Mobile Dispensary and Hostel	1955590
9.	Bharat Sevashram Sangha (Hooghly) Vill. Panjipukur, Dist. Hoogly, W.B.	Hostel and Library	1588340
10.	Bharat Sevashram Sangha (Nadia), Vill. Kusuria, PO: Pritinagar, Dist. Nadia, W.B.	Residential School Computer Training Centre, Typing and Mobile Dispensary	2049155

1	2	3	4
11.	Bharat Sevashram Sangha (Purulia), AT/PO-Raghunathpur, Dist. Purulia, W.B.	Hostel, CTC and Mobile Dispensary	737110
12.	Bharat Sevashram Sangha (Raiganj), Raiganj, Uttar Dinajpur, W.B.	Mobile Dispensary	401670
13.	Bharat Sevashram Sangha (Tajpur) Tajpur Unit, Dist. Malda, W.B.	Mobile Dispensary and Hostel	1539547
14.	Bharat Sevashram Sangha (Teor), Vill-Sahapur, PO: Teor, Dist.D.Dinajpur, W.B.	Mobile Dispensary and Hostel	1260300
15.	Bharat Sevashram Sangha (Kunor), Vill/PO:Kunor, Dist. Uttar Dinajpur, W.B.	Hostel	732600
16.	Bikash Bharati Welfare Society, 20/1B, Lalbazar Street, Kolkata	Mobile Dispensary	781740
17.	Birsa Munda Education Centre, Vill. Kranti, PO: Krantihat, Dist. Jalpaiguri, W.B.	Residential School	1973340
18.	Gohaldiha Jati Upjati Blue Bird Women's Welfare Centre, Gohaldiha, Dist. Midnapore, W.B.	Residential School	2921616
19.	Himalayan Buddhist Cultural Association, Buddha Kendra, Salugara, W.B.-734318	Non-Residential School at Salugara, Dist. Jalpaiguri	601830
20.	Khalisgaria Society for Human Resource Development, A. Khalisgari, Dist. Pachim Midnapore, W.B.	Residential School	1024110
21.	Pranab Kanya Sangha, Pranab Pally, PO:Kora Chandigarh, Medhyamgram, N.24-Pargana, W.B.-743298	Hostel	1313550
22.	R.K.Mission Boy's Home, Rahara, Dist.North 24, Kolkata-700118, Parganas. W.B.	Hostel-cum-Residential School	2100240
Total			39682755

**Statement III**

*State-wise List of Organizations funded during 2007-08 under the Scheme of Educational Complex in Low Literacy Pockets for Development of Women Literacy in Tribal Areas*

Sl.No.	Name of the Organisation	2007-08 (04-03-08)
1	2	3
<b>ANDHRA PRADESH</b>		
1.	A.P.Tribal Welfare Ashram and Residential Education Institution Society, Hyderabad, A.P (41-Educational Complexes in Srikakulam, Vizianagaram, Visakhapatnam, Khammam, Warangal, Adilabad, Guntur, Prakasham, Nellore. Cuddapah. Kurnool. Mahoobnagar, Ranga Reddy	138097195
2.	Chaitanya Educational and Rural Development, Dist.Cuddapah, A.P.	2652000
3.	Navodya Integration Cultural Social Education and Voluntary Action, Kurnool, A.P.	2672000
Total		143421195

1	2	3
<b>CHHATTISGARH</b>		
1.	Vivekanand Institute of Social Health and Welfare Service, Narainpur, Dist.Baster, Chhattisgarh	1606000
	Total	1606000
<b>JHARKHAND</b>		
1.	Bharatiya Adimjati Sevak Sangha, Thakkar Bapur Samarak Sadan, New Delhi	450000
	Total	450000
<b>KARNATAKA</b>		
1.	Karnataka Residential Educational Society, Karnataka (5-Educational Complexes in Gurugunta, Huskurmala, Kakkerla Hathikuni and Sagara District)	18016000
	Total	18016000
<b>MADHYA PRADESH</b>		
1.	Pushpa Convent Education Society, Bhopal, M.P.	2793000
2.	Rajendra Ashram Trust, Kathiwada, Jhabua, M.P.	1080000
3.	Rural Development Service Society, Sihwani, M.P.	450000
4.	Savya Sanchi Centre for Urban & Rural Development, M.P.	2520200
5.	Gramin Seva Kendra, Mandlinathu, District Jhabua, Madhya Pradesh	689000
6.	Sri Ramakrishna Vivekananda Sevashram, Mai Ki Bagia, Amarkantak, District Anupur PIN 484886, Madhya Pradesh	569867
	Total	8102067
<b>MAHARASHTRA</b>		
1.	Sandhi Niketan Shikshan Sanstha, Wadgaon, Dist.Nanded, M.S.	1392200
	Total	1392200
<b>ORISSA</b>		
1.	Arun Institute of Rural Affairs, At: Aswakhola, PO:Karamul, Dist.Dhenkanal, Orissa	1428000
2.	Bright Career Academy, At-Dalmandap, PO-Jeypore, Dist-Koraput, Orissa	1440000
3.	Koraput Development Foundation, Ground Floor, NAC Complex, Sunabeda, Dist.Koraput, Orissa	1440000
4.	Liberation Education and Action for Development (LEAD), Vill. Sundergarh, Dist. Koraput, Orissa	1423000
5.	Marr-Munning Ashram, Aurobindo, Koraput, Orissa	975000
6.	NYSADRI, At-Santhasara, PO-Santhapur, Dist.Dhenkanal, Orissa	1179000

1	2	3
7.	Servants of Indian Society, Dist. Rayagada, Orissa	430706
8.	Seva Samaj, AT/PO-Gunupur, Dist. Rayagada, Orissa	678000
9.	Social Education for Environment and Development (SEED), Nayapalli, Bhubaneswar	950800
10.	Social Welfare & Rural Development (SWARD), PO-Bainsia, Dist. Dhenkanal, Orissa	1401000
11.	Society for Nature Edu. & Health, Bhubaneswar, Orissa	1484000
12.	Sri Ramakrishna Ashram, At-Badarohila, Distt. Angul, Orissa	1428000
13.	Tagore Society for Rural Development, Bhubaneswar, Orissa	1243000
14.	Sarvodaya Samiti, Koraput, Orissa	424963
	Total	15925469
RAJASTHAN		
1.	Lok Bharatiya Pratisthan, At-Badkai, PO-Dungla, Pin-312402, Dist. Chittor, Rajasthan	740269
2.	Mewar Saririk Shiksha Samiti, At-Hinta-Bhinder, Distt-Udaipur, Rajasthan	2544000
3.	Rajasthan Balkalyan Samiti, Vill/PO-Jhadol, Dist.Udaipur, Rajasthan	1634000
	Total	4918269
WEST BENGAL		
1.	Bharat Sevashram Sangha, Beldanga, Dist.Murshidabad, W.B.	3668800
	Total	3668800

**Statement IV***State-wise List of Organisations/States during 2007-08 under the Scheme of Development of Primitive Tribal Groups*

Sl.No.	Name of the State	Name of Implementing Agency States/NGOs	2007-08 (04-03-2008)
1.	Andhra Pradesh	(1) Govt. of Andhra Pradesh,	860.000
2.	Chhattisgarh	(1) Govt. of Chattisgarh	700.000
3.	Gujarat	(1) Govt. of Gujarat	500.00
4.	Jharkhand	(1) Bharat Sewa Ashram Sangha, Sonari, Jamshedpur	
5.	Karnataka	(1) Govt. of Karnataka	200.000
6.	Madhya Pradesh	1) Govt. of Madhya Pradesh	1000.000
7.	Orissa	(1) Govt. of Orissa	1000.000
8.	Tripura	(1) Govt. of Tripura	185.000
9.	West Bengal	(1) Govt. of West Bengal	300.000
	Grand Total		4919.00

**Statement V*****State-wise List of Non-Governmental Organisations funded during 2007-08 under the Scheme of Vocational Training Centre in Tribal Areas***

Sl.No.	Name of the Organisation	2007-08 (04-03-2008)
<b>ASSAM</b>		
1.	Dr. Ambedkar Mission, Vill-Dhopatri, Distt-Kamrup, Assam.	1650000
2.	Gram Vikas Parishad, Vill-Rangaloo, PO-Jumarmur, Distt-Nagaon, Assam.	1398000
3.	Pathari Vocational Institute, Bar Library, Nagaon, Assam	1398000
	<b>Total</b>	<b>4446000</b>
<b>GUJARAT</b>		
1.	SEWA-Rural Society for Education Welfare & Action Gumandev, PO: Kapalsadi, Tal: Jhagadia, Dist. Bharuch, Gujarat-393110	1500000
	<b>Total</b>	<b>1500000</b>
<b>KARNATAKA</b>		
1.	Ashoka Trust for Research in Ecology and the Environment, No.659, 5th 'A' Main Road, Hebbal, Bangalore, PIN-560024.	513750
	<b>Total</b>	<b>513750</b>
<b>MADHYA PRADESH</b>		
1.	Bandhewal Shiksha Samiti, Bhopal.	2749500
	<b>Total</b>	<b>2749500</b>
<b>MAHARASHTRA</b>		
1.	Priyadarshni Gramin and Adivasi Sevakbahi Sanstha, 1-Deepraj Complex, New Nagar Road, Sangamner, District Ahmednagar, Maharashtra	1386000
	<b>Total</b>	<b>1386000</b>
<b>MEGHALAYA</b>		
1.	Nongkrem Youth Development Association, PO-Nongkrem, Via-Madamriting, Shillong-793021.	1078473
	<b>Total</b>	<b>1078473</b>
<b>NAGALAND</b>		
1.	Vitole Women Society Kohima, Nagaland	1122766
2.	Women Welfare Society Zunheboto, Nagaland	1362000
	<b>Total</b>	<b>2484766</b>
<b>TAMIL NADU</b>		
1.	Bharathiar Makkal Nalvalu Sangham, 82, Sanyasi Kundu Extn., Kitchipalayam, Salem-636015.	2765440
	<b>Total</b>	<b>2765440</b>

**Fake Notes in SBI**

1332. SHRI SHISHUPAL N. PATLE: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received information regarding fake notes from the State Bank of India to the branches of Reserve Bank as reported in 'Dainik Jagaran' dated December 15, 2007;

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

(c) whether connivance of the staff members in such cases have been reported; and

(d) if so, the steps taken by the Government to curb such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) State Bank of India has reported that their Hapur Branch had received advices from Reserve Bank of India (RBI) that out of two remittances of non-issuable notes sent by the branch on 12.10.2006 and 24.5.2007, 477 notes of Rs. 100 denomination out of 99,58,634 pieces were detected as fake notes during the verification carried out by RBI in July 2007.

(c) and (d) In terms of master circular issued by RBI, the fake bank notes detected in the cash received at the branch are impounded and forwarded to local police for investigation by filing FIR and in case of fake note detected by RBI while examining the remittances received from bank branches, FIR is lodged by concerned regional office of RBI for further investigation. In this case FIR has been lodged by RBI and the police authorities at Hapur are investigating the matter. So far connivance of the staff has not been observed by State Bank of India.

[English]

**Pending Applications for Appointment of Notaries**

1333. SHRI M. APPADURAI: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) whether a large number of applications for appointment of notaries are pending at present with the Union Government;

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

(c) the steps taken for the quick disposal of such applications?

THE MINISTER OF LAW AND JUSTICE (SHRI H.R.BHARDWAJ): (a) Yes, sir.

(b) Information is being compiled and will be laid on the Table of the House.

(c) Memorials/applications for appointment of notaries are processed/disposed of according to the provisions of the Notaries Act, 1952 and the Notaries Rules, 1956 which takes some time. However, prompt action are being taken for processing/disposal of the memorials/applications.

**Non-Performing Assets**

1334. SHRI ABU AYES MONDAL:  
SHRI B. MAHTAB:  
SHRI L. RAJAGOPAL:

Will the Minister of FINANCE be pleased to state:

(a) the amount of non-performing assets of the public sector banks and other financial institutions as on December 31, 2007;

(b) the steps taken to recover the same;

(c) the amount recovered during each of the last three years; and

(d) the estimated amount of interest the public sector banks/financial institutions have lost due to NPAs?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) As on 31st December 2007, the gross Non-performing Assets (NPAs) of the public sector banks (PSBs) and financial institutions (FIs) stood at Rs. 39,526 crore and Rs. 1,424 crore respectively.

(b) Reserve Bank of India (RBI) and the Government of India have taken various steps to improve asset quality of the banks which, inter-alia, include prescribing prudential norms for provisioning and classification of non-performing assets, guidelines for prevention of slippages, introduction of Corporate Debt Restructuring mechanism, One Time Settlement schemes, enactment of (i) The Securitisation and Reconstruction of Financial Assets and Enforcement of Security Interest (SARFAESI)



Act, 2002, (ii) the Credit Information Companies (Regulation) Act, 2005, and (iii) the Recovery of Debts due to Banks and Financial Institutions (DRT) Act, 1993, etc.

(c) The details of amount recovered by PSBs and FIs during the last three years are as under:-

	(Rs. in crore)		
	2004-05	2005-06	2006-07
Public Sector Banks	20,519	23,210	22,148
Financial Institutions*	300	294	947

\*FIs include NABARD, NHB, SIDBI and EXIM Bank

(d) The quantum of loss of interest due to NPAs depends upon various factors including the amount of NPAs, period for which the accounts have remained under NPA category, sacrifice in amount of interest in compromise settlements, etc. The existing management information system of RBI does not generate this data.

#### **Internship Programme for Young Scholars**

1335. SHRI NAND KUMAR SAI:  
SHRI SUGRIB SINGH:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Department of Economic Affairs has formulated an internship programme for young scholars in the country;

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

(c) the number of students the Government proposes to enroll annually under the said programme?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) With a view to ensuring interaction of officers of the Department with young scholars with brilliant academic background from reputed academic institutions in the country, the Department of Economic Affairs has formulated an Internship Programme, 2008-09.

(b) The salient features of the Programme are:

**Eligibility:** Students possessing first class graduation degree pursuing Post Graduation/high second class post-graduation degree (with at least 55% marks) pursuing Research courses in Economics/ Finance/ Management at National Schools of Economics/Central Universities/ Recognized Financial/ Economic Institutions/Recognized National Management Institutes can apply for internship. Students with at least 80% marks in 12th Standard pursuing five year integrated course in Law (only in fourth and fifth year of study) from the National Law Schools at Bangalore, Bhopal, Hyderabad and Kolkata are also eligible.

**Duration:** Duration of internship will be two months at different points of time during a year (other than December to February).

**Token Remuneration:** Token remuneration @ Rs,5,000/- per month per intern, payable at the end of the internship.

The details of the Programme are available on the website of the Ministry of Finance ([www.finmin.nic.in](http://www.finmin.nic.in))

(c) The Department is permitted to accommodate not more than 15 interns in a financial year. For the present, the Programme is approved only for 2008-09.

#### **Increase in Pending Cases**

1336. SHRI ANANTA NAYAK:  
SHRI VIJOY KRISHNA:  
SHRI PANNIAN RAVINDRAN:  
SHRI RAYAPATI SAMBASIVA RAO:  
SHRI SURAVARAM SUDHAKAR REDDY:  
PROF. RASA SINGH RAWAT:

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

(a) whether hundreds of civil and criminal cases are lying pending in the High Courts and Supreme Court for more than 20-25 years;

(b) if so, the number of such cases pending in each High Court and Supreme Court till date alongwith the reasons therefor, category-wise;

(c) the number of cases disposed off by each High Court and the Supreme Court during the last one year, till date; and

(d) the steps being taken to dispose the pending cases at the earliest?

THE MINISTER OF LAW AND JUSTICE (SHRI H. R. BHARDWAJ): (a) and (b) 24 cases were pending in

the Supreme Court of India for more than 20 years as on 1.11.2007 out of which 15 cases were pending for more than 25 years. The number of such cases pending in some High Courts, namely Sikkim, HP, Uttarakhand, Chhattisgarh and Delhi is given below: -

High Court	As on	Civil cases	Criminal cases	Total
Sikkim	22.11.2007	0	0	0
Himachal Pradesh	21.11.2007	0	0	0
Uttarakhand	22.11.2007	45	67	112
Chhattisgarh	31.1.2008	09	01	10
Delhi	30.6.2007	698	423	1121

Information in respect of other High Courts is being collected and will be laid on the Table of the House.

(c) As per latest available information, 61,957 cases

were disposed of by the Supreme Court of India during the period from 1.1.2007 to 31.12.07. Number of cases disposed of by the High Courts during the period of one year from 1.10.06 to 30.9.07 is given below: -

Sl.No.	Name of the High Court	Disposal of cases during the year		
		Civil	Criminal	Total
1	2	3	4	5
1.	Allahabad	102805	92790	195595
2.	Andhra Pradesh	58451	10551	69002
3.	Bombay	105865	22121	127986
4.	Calcutta	48347	19595	67942
5.	Delhi	33019	14770	47789
6.	Gujarat	47958	19294	67252
7.	Gauhati	23729	7653	31382
8.	Himachal Pradesh	12983	1980	14963
9.	Jammu and Kashmir	18734	2148	20882
10.	Karnataka	41984	7742	49726
11.	Kerala	63278	21061	84339
12.	Madras	167562	68097	235659
13.	M.P.	64806	33831	98637

1	2	3	4	5
14.	Orissa	38931	23023	61954
15.	Patna	21266	61780	83046
16.	Punjab & Haryana	35120	33968	69088
17.	Rajasthan	40807	28935	69742
18.	Sikkim	39	40	79
19.	Uttarakhand	16124	3358	19482
20.	Chattisgarh	23618	8547	32165
21.	Jharkhand	17483	26677	44160
Total		982909	507961	1490870

(d) Government has taken several steps including deciding to increase the strength of Judges in the High Courts and the Supreme Court, setting up of Fast Track Courts, setting up of special tribunals like the Central Administrative Tribunal, Income Tax Appellate Tribunals, etc. for facilitating reduction of pendency of cases in the courts. Government also has under implementation a scheme of computerization of District and Subordinate Courts to facilitate speedier disposal of cases. Alternative modes of disposal including mediation, negotiation and arbitration have been encouraged. With a view to ensuring expeditious disposal of cases, the Civil Procedure Code has been amended, inter alia, limiting the number of adjournments that can be given to a party and the concept of 'Plea Bargaining' has been introduced through the Criminal Law (Amendment) Act, 2005. Through the Gram Nyayalays Bill, it is proposed to bring justice to the doorsteps of the rural people by creating over 5000 courts in the intermediate Panchayat level thereby reducing pendency.

#### Limited Liability Partnership Act

1337. SHRI P. MOHAN: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) whether the domestic legal community still oppose Limited Liability Partnership Act, (LLP) 2006;

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

(c) whether their grievances have been addressed while enacting the law; and

(d) if so, the details thereof?

THE MINISTER OF CORPORATE AFFAIRS (SHRI PREM CHAND GUPTA): (a) No, Sir.

(b) to (d) Do not arise.

#### IMF's Assessment on Indian Economy

1338. MS. INGRID MCLEOD  
SHRIMATI NIVEDITA MANE  
SHRI ANIRUDH PRASAD ALIAS SADHU  
YADAV:  
SHRI EKNATH M. GAIKWAD:

Will the Minister of FINANCE be please to state:

(a) whether the International Monetary Fund (IMF) has made assessment on the Indian Economy;

(b) if so, the details thereof;

(c) whether IMF has requested for fiscal consolidation and structural reforms to achieve 'inclusive' growth in the face of growing income inequalities while maintaining 8.75% growth for 2007-08; and

(d) if so, the response of the Government on the assessment of IMF?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Under Article IV of the IMF's Articles of Agreement, the

IMF holds bilateral consultations with individual member countries, usually every year, to review their economic status. IMF team visits the country, collects economic and financial information, and discusses with authorities the country's economic developments and policies. The IMF team prepares a report, which forms the basis for discussion by the IMF Executive Board and at the conclusion of the discussion, the Managing Director/Chairman of the Board meeting, summarizes the views of Executive Directors. This summary is transmitted to the country's authorities in the form of Public Information Notice (PIN) which is also made available at IMF website [www.imf.org](http://www.imf.org).

The most recent IMF Article IV Consultations with India was held during October 29 to November 12, 2007 wherein IMF Staff held consultation meetings with officials of Reserve Bank of India in Mumbai, officials of Government of India in New Delhi and with private sector in Mumbai and Delhi.

(c) and (d) The IMF has lauded India's outstanding economic performance with robust GDP growth averaging about 8.5 percent per annum during the last four years and its success in reducing poverty and has attributed this to sound macroeconomic policies and structural reforms. In its assessment, IMF has stated that one of the key challenges facing the authorities is to "sustain rapid and inclusive growth". For meeting the challenges IMF has endorsed India's policy priorities in this regard, which include managing financial globalization and tackling supply constraints through an enhanced monetary framework, financial sector development, fiscal consolidation, and removal of structural bottlenecks. Amongst other issues, IMF has concurred with the priorities identified in the government's "inclusive growth" agenda which include: bridging infrastructure gaps with private sector participation, ensuring access to social services, and promoting a competitive environment that supports private sector investment and job creation.

However, while the IMF assesses economic performance of member countries and gives suggestions, it is not mandated to make requests or give directions. Therefore, question of the Government formally responding to the assessment does not arise.

#### **Loan to small Workers**

1339. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has issued guidelines to all the banks to provide loans to small workers at nominal rate of interest;

(b) if so, the details thereof;

(c) the mechanism worked out by Government to ensure such loans are provided by banks;

(d) whether the Government has introduced credit card scheme for small workers and poor people living in rural areas;

(e) if so, the details thereof; and

(f) the availability of customer's friendly services in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) Several steps have been taken by the Government under specific schemes such as Prime Minister's Rozgar Yojana (PMRY), Swarnajayanti Gram Swarozgar Yojana (SGSY), Swarna Jayanti Sahari Rozgar Yojana (SJSRY), Differential Rate of Interest (DRI) and Scheme of Liberation and Rehabilitation of Scavengers [SLRS] under which the loans are provided to the small workers/borrowers by banks at nominal rate of interest. As per the extant instructions of the Reserve Bank of India (RBI), the rate of interest on loans upto Rs. 2 lakh should not exceed Prime Lending Rate (PLR) of the lending bank.

(d) and (e) The following credit card schemes have been introduced for small borrowers:-

- Artisans Credit Card (ACC)
- Laghu Udyani Credit Card (LUCC)
- Swarojgar Credit Card (SCC)

(f) Banks have a robust internal grievance redressal mechanism to address all customer complaints including those relating to issue of loans to small borrowers. Various instructions have been issued to banks from time to time in this regard by RBI to ensure better customer service. Further, Banking Ombudsman has been appointed to look in to complaints in deficiency in banking services.

**Construction of Flats in Khel Gaon Complex Near Akshardham Temple**

1340. DR. THOKCHOM MEINYA:  
SHRI RASHEED MASOOD:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of flats proposed to be constructed in Khel Gaon Housing Complex near Akshardham Temple in Delhi;

(b) the names of agencies involved to construct these apartments;

(c) whether the Government proposes to sale the flat after the games; and

(d) if so, the details thereof, and the criteria adopted to fix the price of these apartments?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) 1168.

(b) Delhi Development Authority (DDA) has selected M/s Emaar MGF Construction Pvt. Ltd. as the developer for this project.

(c) and (d) DDA has informed that 2/3rd of flats will be disposed of by the developer and the remaining 1/3rd flats will be disposed of by DDA after Commonwealth Games 2010 for which the criteria to fix the price have not yet been decided.

**New Project for Andaman and Nicobar Islands**

1341. SHRI MANORANJAN BHAKTA: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has undertaken any new Project for Union Territory of Andaman and Nicobar Islands under Housing and Urban Poverty Alleviation Scheme;

(b) if so, the details thereof during the last three years;

(c) the number of such projects completed during each of the last 3 years and the funds released by the Union Government for the purpose; and

(d) the achievements made by the Government in this regard?

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

(b) to (d) Do not arise in view of (a) above.

**Unclaimed Saving Accounts**

1342. SHRI AMITAVA NANDY: Will the Minister of FINANCE be pleased to state:

(a) whether a large amount of unclaimed saving accounts are being used by some nationalized banks;

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

(c) whether the Reserve Bank of India (RBI) has issued guidelines in this regard ;

(d) if so, the details thereof;

(e) whether the banks are implementing the guidelines of RBI; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) As reported by Reserve Bank of India (RBI) the details of total amount of unclaimed saving bank accounts of 19 nationalized banks as on 31.12.2006 is Rs. 485,77,40,549.08. The Bank-wise details are given in the enclosed statement.

(c) and (d) RBI has already instructed banks to ensure that their branches segregate and maintain, in separate ledger(s), deposit accounts which have not been operated upon for two years. In case of accounts that have remained inoperative for one year, banks are required to advise their customers. In case the advice letter is returned undelivered, the branch is expected to enquire into the whereabouts of such customers, or about legal heirs.

(e) and (f) As per Section 26 of Banking Regulation Act 1949, every banking company is required to submit to Reserve Bank of India within 30 days after the close of each calendar year, return in the prescribed form in

respect of all accounts in India which have not been operated upon for 10 years or more. Most of the Public

Sector Banks have reported that they are adhering to the guidelines, issued by RBI in this regard.

**Statement**

Sl.No.	Nationalised Banks	Savings Accounts	
		No. of Accounts	Amount
1.	Allahabad Bank	14404	48546886.00
2.	Andhra Bank	272206	170349863.00
3.	Bank of Baroda	354572	167008497.00
4.	Bank of India	146394	97263925.00
5.	Bank of Maharashtra	228908	147184428.93
6.	Canara Bank	1497108	1474830964.73
7.	Central Bank of India	300045	219307496.00
8.	Corporation Bank	372903	35297325.00
9.	Dena Bank	60235	61957339.00
10.	Indian Bank	258969	120587975.00
11.	Indian Overseas Bank	225963	321524931.00
12.	Oriental Bank of Commerce	53313	76551709.00
13.	Punjab and Sind Bank	538559	974115000.00
14.	Punjab National Bank	48946	63562000.00
15.	Syndicate Bank	72849	62428674.00
16.	UCO Bank	436019	443588335.87
17.	Union Bank of India	99653	132770449.00
18.	United Bank of India	282926	184106796.55
19.	Vijaya Bank	75139	56757954.00
Total		5339111	4857740549.08

**Priority Sector Lendings by Banks**

1343. DR M. JAGANNATH: Will the Minister of FINANCE be pleased to state:

(a) whether the Reserve Bank of India has reviewed the targets and achievement of all commercial banks for

**Priority Sector tendings (PSL) as per the revised norms;**

(b) if so, the details thereof and the action taken thereon;

(c) the number of banks failed to achieve target fixed as per the revised norms;

(d) whether Reserve Bank of India has imposed penalties on such erring banks for non-achievement of the target; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) The Reserve Bank of India(RBI) has revised the guidelines on lending to priority sector with effect from April 30, 2007. The priority sector lending targets/sub-targets have not been revised under the revised guidelines. However, the targets/sub-targets are now calculated as a percentage of Adjusted Net Bank Credit (ANBC) (Net Bank Credit plus investments made by banks in non-SLR bonds held in HTM category) or credit equivalent amount of Off-Balance Sheet Exposures (OBE), whichever is higher, as on March 31 of the preceding accounting year. These guidelines have been consolidated in a Master Circular on Priority Sector Lending dated 2nd July 2007 and are available on RBI's Website ([www.rbi.org.in](http://www.rbi.org.in)).

(c) As reported by the RBI, in the year 2006-07, ten domestic Scheduled Commercial Banks, which include six Public Sector Banks and four Private Sector Banks, have failed to meet the targets fixed for priority sector lending.

(d) and (e) The domestic Scheduled Commercial Banks, which fail to achieve the priority sector lending target and/or agriculture lending target as on the last reporting Friday of March of a particular year, are required to deposit amounts, as allocated by the Reserve Bank, in Rural Infrastructure Development Fund (RIDF) established with NABARD. The foreign banks having offices in India, which fail to achieve the priority sector lending target/sub-targets as on the last reporting Friday of March of a particular year are required to contribute to Small Enterprises Development Fund (SEDF) with Small Industries Development Bank of India (SIDBI). As a disincentive against failure to achieve the targets, the domestic scheduled commercial banks and foreign banks are paid interest at rates ranging between the Bank Rate and Bank Rate minus 3 percentage points depending on the level of shortfall in achievement of the targets.

### **Tax Concession on Textile Products**

1344. SHRI SUGRIB SINGH:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has raised the rate of refund on a number of textile products in the country;

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

(c) the details of demand raised by the exporters for such concession during the current Financial Year (2007-08); and

(d) the reaction of the Government on such demands and extent to which exporters will be benefited by such concessions?

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

(b) to (d) The textile exporters through their councils and associations had requested for increase in drawback rates on various textile items on account of appreciation of rupee and also on account of the duties & taxes suffered on inputs. These requests were considered by the Committee set up by the Government for formulation of All Industry Rates of Duty Drawback, 2007-08 and on the basis of its recommendations, the drawback rates were increased in July 2007 by 42% approx. in the case of ready-made garments and made ups, 31.3- 49% in case of carpets and 18.4-30% in the case of cotton/MMF yarn and fabrics. The exporters were given the benefit of the increased rates from 1.4.2007.

On the basis of the requests received from the trade and industry and based on the recommendations of the Drawback Committee, the drawback rates were further increased in December 2007 by 1 percentage point on cotton garments and made ups, 0.5 percentage point on blended garments and made ups, 0.6-0.7 percentage point on cotton yarn, 1 percentage point on denim fabrics, 0.5 percentage point on other cotton fabrics, 2 percentage points on silk carpets, 0.8 percentage point on woollen (knotted and woven) carpets and 1.2 percentage points on tufted woollen carpets. The exporters were given the benefit of the increased rates from 1.9.2007.

Thus, the drawback rates on main items of export in the textile sector like cotton yarn, woolen hand knotted/ tufted carpets, ready-made garments and made-ups have been increased by 50%, 41.5-62%, 57% and 58% respectively during 2007-08 as compared to the rates prevailing during 2006-07.

The above measures are expected to help promote exports.

#### **Demand and Availability of Dwelling Units**

1345. SHRI ABDUL RASHID SHAHEEN:  
SHRI K.S. RAO:

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

(a) The demand and availability of dwelling units for different categories of people both in urban and rural areas;

(b) whether there was shortage of 24.71 million dwelling units at the end of the 10th Five Year Plan and 26.53 million dwelling units during the entire 11th Five Year Plan, as estimated by Technical Group on Estimation of Urban Housing Shortage, which was constituted by the Union Government;

(c) if so, the details thereof;

(d) the steps taken to meet the growing demand of housing especially for poorer section of the society;

(e) whether the Government proposes to enact a law to regulate real estate sector and protect the interest of buyers of houses and also to encourage private sector in housing construction to make available affordable houses and set up Special Residential Zones provided with tax exemption and other incentives similar to SEZs; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (c) According to the estimates made by the Technical Group constituted by the Ministry for assessment of the urban housing shortage at the end of the 10th Five Year Plan, the total housing shortage in the country is 24.71 million. The category-wise housing shortage is as follows:

Category	Housing shortage in Million as on 2007
EWS	21.78
LIG	2.89
MIG]	0.04
HIG]	
<b>Total</b>	<b>24.71</b>

During the 11th Five Year Plan period, the total urban housing requirement including the backlog and additional requirement is estimated as 26.53 million dwelling units. As regards Rural Housing, Ministry of Rural Development have informed that according to estimates made by the Working Group of Rural Housing in the context of formulation of 11th Five Year Plan, the estimated housing shortage for 2007-12 is 47.43 million.

(d) Housing being a State subject, it is primarily the responsibility of the State Government to deal with the problem of housing shortage in rural as well as urban areas. However, in so far as urban housing is concerned, the Central Government has taken several initiatives for addressing the issue of housing shortage. The National Urban Housing and Habitat Policy (NUHHP), 2007 has been formulated and laid on the Table of both Houses of the Parliament on 7.12.2007. The Policy seeks to set in motion a process for providing "Affordable Housing for All" particularly for Economically Weaker Sections (EWS) and the Low Income Group (LIG) through various types of public private partnerships. Apart from NUHHP-2007, the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by the Government in the year 2005 caters to provision of housing and basic services to urban poor in 63 specified cities under the Sub-Mission of Basic Services to the Urban Poor (BSUP) and in other cities and towns under Integrated Housing and Slum Development Programme (ISHDP). Further, a provision of Rs. 30 Crores has been made in the current financial year 2007-08, to provide for interest rate subsidy scheme for housing loans to Economically Weaker Sections (EWS) and Low Income Groups (LIG).

The Ministry of Rural Development has reported that, besides implementing Indira Awas Yojana on a year to year basis under the Bharat Nirman Programme, construction of 60 lakhs houses are envisaged during the period of 4 years from 2005-06 to 2008-09.



(e) and (f) The subjects 'Land' and 'Colonisation' come under the purview of State Governments. The NUHHP-2007 encourages public private partnerships relating to construction of houses and setting up of greenfield towns.

*[Translation]*

#### **National Children Fund**

1346. SHRI KAILASH MEGHWAL: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) the objectives of the National Children Fund (NCF) and the programme being undertaken therefrom;

(b) the details of contribution received in the Fund from the Union Government, the State Governments and other donors during the last five years;

(c) the details of the expenditure made from the fund during the above period;

(d) whether the Government has received requests regarding insufficiency of fund; and

(e) if so, the steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) Objectives:

- (i) To raise funds from individuals, institutions, corporate and others.
- (ii) To promote and fund the various programmes for children who are affected by natural calamities, disasters, distress and in difficult circumstances through voluntary agencies and State Governments in unserved and underserved areas including tribal and remote areas in pursuance of National Charter for Children, 2003 notified by the Government of India, Department of Women and Child Development on 9th February, 2004 and children in difficult circumstances including children of prisoners, children affected by riots, aggression, children affected by trafficking and children of prostitutes.
- (iii) To implement various programmes.
- (iv) To do all other things that are incidental and conducive to the above objects.

**Programmes:**

NCF provides grant-in-aid to NGOs for undertaking various projects for children like:

- (i) for welfare and rehabilitation of destitute children in slum and low income groups.
- (ii) for rehabilitation of destitute children, as far as possible in families.
- (iii) low cost innovative projects for children in need of immediate attention.
- (iv) socio-economic projects for destitute mothers to supplement family income to support children.
- (v) welfare and educational services for working children in unserved and underserved areas.
- (vi) for welfare of children affected by trafficking.
- (vii) for welfare of children of prostitutes and
- (viii) all other projects to be taken in the unserved and underserved tribal and remote areas in pursuance of National Charter for Children, 2003 notified by the Govt. of India, erstwhile Department of Women and Child Development.

(b) Only donors have contributed Rs. 59.25 lakhs in last five years. No contributions either from Union Government or State Governments have been received.

(c) Rs. 42.98 lakhs.

(d) NCF has not made any such request to Government.

(e) Does not arise.

*[English]*

#### **Loan to Sugar and Spinning Mills**

1347. SHRIMATI JHANSI LAKSHMI BOTCHA:  
SHRI K. SUBBARAYAN:  
SHRI TUKARAM GANGADHAR GADAKH:

Will the Minister of FINANCE be pleased to state:

(a) whether the Government has issued guidelines to the Public Sector Banks to implement a package for providing interest free loans to Sugar mills and Spinning mills;

(b) if so, the details thereof;

(c) the names of the Public Sector Banks implemented the above package;

(d) the reasons for not implementing the above package by all the Public Sector Banks; and

(e) the number of Sugar and Spinning Mills received above loans, State-wise, Bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) With a view to improve the liquidity position of sugar factories for enabling them to clear cane price arrears of 2006-07 sugar season and cane price of 2007-08 sugar season relatable to Statutory Minimum Price for respective sugar season to the sugarcane farmers, the Government has notified a scheme for extending financial assistance to Sugar Undertakings, 2007. The scheme covers all sugar mills, which have been functional/were functional during 2006-07 and 2007-08 sugar season. The NPA units are also covered under the scheme provided the State Government gives guarantee for their new loans. Loan are to be granted equivalent to the notional Central Excise Duty payable on total production of sugar during 2006-07 and 2007-08 sugar seasons. The Central Excise duty is to be taken net of Sugar Cess. Full interest subvention is to be provided to all Scheduled Commercial Banks (SCBs), Regional Rural Banks (RRBs) and Cooperative Banks for the total duration of the loan, *i.e.* 4 years including 2 years moratorium. The interest subvention is limited to 12% per annum of which 5% is to be met out of general budget provisions of the Central Government and the remaining 7% from the Sugar Development Fund.

(c) and (d) All Public Sector Banks, RRBs and Cooperative Banks are implementing the above package.

(e) Data Reporting System of Reserve Bank of India does not generate data in the manner asked for.

#### **Committee on Financial Inclusion**

1348. SHRI BALASHOWRY VALLABHANENI:  
SHRI RUPCHAND PAL:

Will the Minister of FINANCE be pleased to state:

(a) whether Dr. Rangarajan Committee on Financial Inclusion has submitted its Report to Government;

(b) if so, the main recommendations of the Committee and action taken thereon;

(c) whether the Committee has recommended the creation of national mission for financial inclusion to provide better access to institutional funds to low income households and individuals; and

(d) if so, the decision taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) and (b) Yes. Sir. The major recommendations of the committee are as follows:

- Strategy for building an inclusive financial sector;
- Taking up financial inclusion as a National Rural Financial Inclusion Plan (NRFIP);
- Incentivising of human resources of banks in terms of measurable performance indicators;
- Creation of Financial Inclusion Promotion and Development Fund and Financial Inclusion Technology Fund to meet the cost of developmental and promotional interventions and technology adoption;
- Making of marginal farm holdings viable and enabling their financial inclusion;
- Recapitalisation of regional rural banks with negative net-worth and early implementation of Vaidyanathan Committee report for revival package of cooperative credit institutions;
- Implementation of Reserve Bank of India's initiative for financial inclusion;
- Setting up Credit Guarantee Fund for risk mitigation;
- Encouraging Self Help Groups in excluded regions;
- Leveraging of existing network for micro-insurance.

(c) and (d) Yes, Sir. The Committee has recommended Government of India to consider constituting a National Mission on Financial Inclusion (NaMFI) comprising representatives from all stakeholders. The purpose of the Mission is to aim at achieving universal financial inclusion within a specific time frame.

The Committee has submitted its final report to Government of India on 4th January, 2008. Meanwhile, based on the recommendations for the interim report of this Committee, the Government of India (GoI) has already taken a number of steps for implementation of this report. One of the important steps being the decision to constitute the Financial Inclusion Fund (FIF) for meeting the cost of promotional and developmental interventions and the Financial Inclusion Technology Fund (FITF) to meet the cost of technology adoption, with an overall corpus of Rs. 500 crore each, with initial funding to be contributed by the Central Government, Reserve Bank of India (RBI) and National Bank for Agriculture and Rural Development (NABARD).

[Translation]

#### Quarterly Expenditure by CPWD

1349. SHRI MANSUKHBHAI D. VASAVA:  
SHRI TUKARAM GANPAT RAO RENGE  
PATIL:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) The amount spent by the Central Public Works Department on the quarterly basis during each of the last two years and the income earned by the Department during the said period;

(b) whether CPWD spends major portion of its funds in the last quarter of financial year despite the objection of the Ministry of Finance;

(c) the reaction of the Government thereto and the steps taken by the Government to check this tendency; and

(d) the success achieved by the Government in this regard?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) The details of the quarterly expenditure for the last two years are given below:

(Figures in crores)

Quarter	2005-06	2006-07
1st	332.46	344.96
2nd	343.29	329.04
3rd	304.04	334.55
4th	331.81	381.18

The details of income for the above two years is as under:-

2005-06 Rs. 90.67 crores

2006-07 Rs. 101.47 crores

(b) The expenditure by CPWD is uniformly distributed as may be seen from the quarterly trends stated in (a) above.

(c) and (d) In view of (a) and (b) above, do not arise.

[English]

#### Cooperative Housing

1350. SHRI ASADUDDIN OWAISI:  
SHRIMATI RUPATAI D. PATIL:  
SHRI HITEN BARMAN:

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

(a) whether Government is aware that Cooperative Housing has not served the targeted purposes;

(b) if so, the reaction of the Government with reason thereto;

(c) whether Government proposes to take special measure and provide special package to promote housing and labour housing;

(d) if so, the details thereof;

(e) whether Government proposes to involve private sector in Cooperative Housing; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (f) 'Housing Cooperatives' is a State subject and governed by their respective State Cooperative Societies Acts/Rules. Hence, role of this Ministry is advisory in nature. However, cooperative housing movement in the country is spearheaded by the National Cooperative Housing Federation of India (NCHF) registered under the Multi-State Cooperative Societies Act and engaged in promoting, developing and coordinating the activities of housing cooperatives. About 31,000 primary housing cooperatives are members of the State level Apex Cooperative Housing Federations functioning in 26 States/UTs which are affiliated to NCHF. They have facilitated in the construction of 23.51 lakh dwelling units.

Recently, the Government has announced the National Urban Housing and Habitat Policy, 2007. The objective of the policy is to encourage Cooperative Group Housing Societies, Employees Welfare Organisations, labour housing promotion organisations, Non-Government Organisations (NGOs) and Community Based Organisations (CBOs) to have partnerships with Urban Local Bodies/ Parastatal bodies in relation to housing related micro-finance and housing development.

#### **Higher Population Density and Increased Floor Area Ratio**

1351. SHRI PRABODH PANDA: Will the minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has asked State Governments to permit a higher population density for housing projects;

(b) if so, the details thereof;

(c) whether the Government has asked the State Governments to allow more floor area ratio to the developers and relax height restrictions, and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (d) Housing being a State subject, the question of permitting higher population density for housing projects comes under the purview of

State Governments and the concerned Urban Local Bodies. However, the National Urban Housing & Habitat Policy-2007 (NUHHP) which was laid on the Table of both the Houses of Parliament on 7.12.2007 refers to use of innovative spatial incentives like relaxation of Floor Area Ratio (FAR) in the context of enhancing the supply of houses for Economically Weaker Sections (EWS) and Low Income Group (LIG). It also envisages encouraging more efficient use of scarce urban land through review of authorised FAR in line with international practices.

#### **Mobilisation of Funds by PFC**

1352. SHRI BASU DEB ACHARIA: Will the Minister of POWER be pleased to state:

(a) whether the Power Finance Corporation (PFC) and US based company, Clear Investment have joined hands to float \$ 1 billion private equity fund for the investment in power sector in the country, as reported in the 'Economic Times' dated January 16, 2008;

(b) if so, the facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF POWER (SHRI SUSHILKUMAR SHINDE): (a) and (b) No, Sir. According to information received from Power Finance Corporation (PFC), the statement reported in the Economic Times on 16.01.2008 is factually incorrect and PFC has taken up with the newspaper for issuance of appropriate clarification.

(c) Does not arise in view of reply to (a) & (b) above.

#### **Proposal for Housing Projects**

1353. SHRI CHANDRAKANT KHAIRE: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Government has received proposals for housing projects from various States especially from Maharashtra;

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

(c) the action taken by the Government thereon; and

(d) the time by which these are likely to be approved?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) to (c) Yes, Sir. The Government of India considers housing proposals from various states seeking central assistance under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) launched by it in 2005, which caters to provision of housing and basic services to urban poor in 63 specified cities under the Sub-Mission of Basic Services to the Urban Poor (BSUP) and in other cities and towns under the Integrated Housing and Slum Development Programme (IHSDP).

State-wise details of projects sanctioned under BSUP and IHSDP in other states/ union territories are given in the enclosed statement.

In Maharashtra, 36 projects for a project cost of Rs. 4135.48 crore and central assistance of Rs. 1932.11 crore seeking inter-alia construction/ upgradation of 130612 dwelling units have been sanctioned under BSUP.

In addition, 32 projects for a project cost of Rs. 362.95 and central assistance of Rs. 278.76 crore seeking inter-alia construction/upgradation of 29265 dwelling units have been sanctioned under IHSDP in Maharashtra.

Apart from the above, Housing and Urban Development Corporation Ltd. (HUDCO), a Central Public Sector Undertaking also sanctions loans for housing projects of State Governments.

In so far as Maharashtra is concerned, HUDCO has reported that cumulatively it has sanctioned 1059 schemes for a project cost of Rs. 3894.74 crores and sanctioned loans worth Rs. 1341.43 crore for construction/upgradation of 481792 dwelling units and 18263 plots.

(d) Approval of projects under BSUP and IHSDP depends on their adherence to the approved scheme guidelines, satisfaction of norms of appraisal adopted by the concerned Appraising Agencies and also availability of Additional Central Assistance budget against the allocation made by Planning Commission for Mission period and annually.

#### **Statement**

##### *Basic Service to the Urban Poor (BSUP)*

##### *State-wise Status of DPRs Received & Approved*

(Rupees in crore)

Sl. No.	Name of State/UT	No. of DPRs received	Total Number of Projects Approved	Total Project Cost Approved	Total Central Share Approved
1	2	3	4	5	6
1.	Andhra Pradesh	24	19	1707.78	846.92
2.	Arunachal Pradesh	2	1	4.10	3.36
3.	Assam	6	1	53.95	48.56
4.	Bihar	9	9	367.72	179.54
5.	Chandigarh	2	2	564.94	396.13
6.	Chhattisgarh	4	4	391.45	312.18
7.	Delhi	12	8	1445.33	601.69
8.	Gujarat	13	13	1268.87	612.93

1	2	3	4	5	6
9.	Haryana	3	2	64.23	31.18
10.	Himachal Pradesh	1	1	9.99	7.05
11.	Jammu and Kashmir	2	2	105.17	84.88
12.	Jharkhand	3	3	122.12	86.95
13.	Karnataka	13	7	510.27	272.97
14.	Kerala	5	6	304.12	202.39
15.	Madhya Pradesh	34	19	520.68	256.67
16.	Maharashtra	39	36	4135.48	1932.11
17.	Meghalaya	2	2	30.44	23.77
18.	Mizoram	1	1	13.76	10.40
19.	Nagaland	1	1	134.50	105.60
20.	Orissa	4	5	67.17	48.77
21.	Punjab	3	2	72.43	36.15
22.	Puducherry	2	1	37.38	28.05
23.	Rajasthan	2	2	277.14	169.20
24.	Sikkim	1	1	3.25	2.79
25.	Tamil Nadu	41	24	2134.11	947.36
26.	Tripura	1	1	16.73	13.96
27.	Uttar Pradesh	13	9	394.73	182.23
28.	Uttarakhand	3	3	13.58	10.66
29.	West Bengal	68	66	1936.93	929.36
Total		314	251	16708.32	8383.82

*State-wise Status of DPRs Received & Approved under Integrated Housing & Slum Programme (IHSDP)*

(Rupees in crore)

Sl. No.	Name of State/UT	No. of DPRs received	Total Number of Projects Approved	Total Project Cost Approved	Total Central Share Approved
1	2	3	4	5	6
1.	Andhra Pradesh	94	57	687.26	511.12
2.	Assam	16	12	38.31	33.11

1	2	3	4	5	6
3.	Bihar	10	10	80.73	59.76
4.	Chhattisgarh	27	14	176.50	122.01
5.	Gujarat	25	23	227.49	153.13
6.	Haryana	60	15	238.84	182.96
7.	Himachal Pradesh	3	0	0.00	0.00
8.	Jammu and Kashmir	13	10	42.40	32.23
9.	Jharkhand	3	1	19.67	15.58
10.	Karnataka	43	25	240.27	145.76
11.	Kerala	25	25	115.57	87.85
12.	Lakshadweep	1	0	0.00	0.00
13.	Madhya Pradesh	42	33	241.89	171.07
14.	Maharashtra	41	32	362.95	278.76
15.	Meghalaya	2	0	0.00	0.00
16.	Nagaland	1	1	87.74	44.14
17.	Orissa	13	11	71.30	68.46
18.	Punjab	2	2	42.40	25.55
19.	Rajasthan	42	29	291.06	213.02
20.	Sikkim	2	0	0.00	0.00
21.	Tamil Nadu	231	30	225.67	169.19
22.	Tripura	1	1	7.19	6.33
23.	Uttar Pradesh	60	8	29.01	22.11
24.	Uttarakhand	2	2	5.85	2.91
25.	West Bengal	58	50	476.55	346.90
Total		817	391	3708.67	2691.95

**Gramin Dak Sevak**

1354. SHRI CHENGARA SURENDRAN: Will the Minister of FINANCE be pleased to state:

(a) whether Justice Talwar committee had recommended to refer the matter regarding service

conditions and emoluments of Extra Department Agents (ED Agents) of Department of Posts to the Sixth Central Pay Commission; and

(b) If so, whether the Sixth Central Pay Commission has been entrusted to examine the issues of Gramin Dak Sevaks of the Department of Posts?

THE MINSITER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Justice Talwar Committee observed that Extra Departmental Agents (Now called Gramin Dak Sewaks) are required in future to be included within the purview of the Pay Commission.

(b) It has not been found possible to bring them within the purview of the Sixth Central Pay Commission. However, the Department of Posts has set up a one-man committee to examine, inter alia, the conditions of employment, wage structure etc of Gramin Dak Sewaks.

*[Translation]*

#### **Retail Lending by SIDBI**

1355. SHRI MAHAVIR BHAGORA: Will the Minister of FINANCE be pleased to state:

(a) the State-wise details of existing retail lending network of Small Industries Development Bank of India (SIDBI) in various States;

(b) whether the Government proposes to expand and enhance retail lending network of SIDBI to reach directly to the SMEs in every cluster; and

(c) if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (c) SIDBI provides retail lending through its network of 70 retail branches at present. The state-wise details of existing branch network of SIDBI are listed at statement-I.

The present network of 70 retail branches of SIDBI covers 210 SME clusters as given in statement-II.

SIDBI opens its branches based on business potential survey of SME clusters. Opening of new branches is an ongoing process of the Bank. During the current financial year, the Bank has opened 6 branches at Hubli (Karnataka), Jamnagar (Gujarat), Alwar (Rajasthan), Kundli (Haryana), Trichy (Tamilnadu) and Kozhikode (Kerala).

#### **Statement I**

*The State-wise details of existing retail lending network of Small Industries Development Bank of India (SIDBI) in various States*

- |     |                   |
|-----|-------------------|
|     | Andhra Pradesh    |
| 1.  | Hyderabad         |
| 2.  | Visakhapatnam     |
| 3.  | Vijaywada         |
|     | Arunachal Pradesh |
| 4.  | Itanagar          |
|     | Assam             |
| 5.  | Guwahati          |
|     | Bihar             |
| 6.  | Patna             |
|     | Chhattisgarh      |
| 7.  | Raipur            |
|     | Delhi             |
| 8.  | New Delhi         |
| 9.  | Okhla             |
|     | Gujarat           |
| 10. | Ahmedabad         |
| 11. | Baroda            |
| 12. | Surat             |
| 13. | Rajkot            |
| 14. | Gandhidham        |
| 15. | Vapi              |
| 16. | Jamnagar          |
|     | Goa               |
| 17. | Panji             |
|     | Haryana           |
| 18. | Faridabad         |
| 19. | Gurgaon           |
| 20. | Kundli            |



- |     |                             |     |               |
|-----|-----------------------------|-----|---------------|
|     | Himachal Pradesh            |     | Nagaland      |
| 21. | Baddi                       | 43. | Dimapur       |
|     | Jammu & Kashmir             |     | Orissa        |
| 22. | Jammu                       | 44. | Bhubaneswar   |
|     | Jharkhand                   | 45. | Rourkela      |
| 23. | Jamshedpur                  |     | Punjab        |
| 24. | Ranchi                      | 46. | Ludhiana      |
| 25. | Dhanbad                     | 47. | Jalandhar     |
|     | Karnataka                   |     | Rajasthan     |
| 26. | Bangalore                   | 48. | Jaipur        |
| 27. | Hubli                       | 49. | Jodhpur       |
|     | Kerala                      | 50. | Alwar         |
| 28. | Kochi                       |     | Sikkim        |
| 29. | Kozikode                    | 51. | Gangtok       |
|     | Madhya Pradesh              |     | Tripura       |
| 30. | Bhopal                      | 52. | Agartala      |
| 31. | Indore                      |     | Tamil Nadu    |
|     | Maharashtra                 | 53. | Chennai       |
| 32. | Mumbai Metro                | 54. | Coimbatore    |
| 33. | Pune                        | 55. | Tirupur       |
| 34. | Nagpur                      | 56. | Ambattur      |
| 35. | Aurangabad                  | 57. | Erode         |
| 36. | Andheri                     | 58. | Hosur         |
| 37. | Thane                       | 59. | Trichy        |
| 38. | Nasik                       |     | Uttar Pradesh |
| 39. | Mumbai Bandra Kurla Complex | 60. | Kanpur        |
|     | Manipur                     | 61. | Varanasi      |
| 40. | Imphal                      | 62. | Lucknow       |
|     | Meghalaya                   | 63. | Agra          |
| 41. | Shillong                    | 64. | Aligarh       |
|     | Mizoram                     | 65. | NOIDA         |
| 42. | Aizawl                      |     |               |

Uttarakhand  
66. Dehradun  
67. Rudrapur  
West Bengal

68. Kolkata  
Union Territories  
69. Puducherry  
70. Chandigarh

**Statement II**

*The State-wise details of existing retail lending network of Small Industries Development Bank of India (SIDBI) in various States*

Andhra Pradesh		No. of SSI clusters	Product
1	2	3	
1. Hyderabad	6	Celling Fan, Electronic Goods, Pharmaceuticals-Bulk Drugs, Hand Pump sets & Foundry, Leather tanning	
2. Visakhapatnam			
3. Vijaywada	2	Rice Mills, Steel Furniture	
Arunachal Pradesh			
4. Itanagar			
Assam			
5. Guwahati			
Bihar			
6. Patna	1	Brass and German Utensils.	
Chhattisgarh			
7. Raipur	2	Steel Rerolling, Casting and Metal Fabrication	
Delhi			
8. New Delhi	19	Stainless Steel Utensils & Cutlery, Chemicals, Electrical Engineering Equipment, Electronic Goods, Food Products, Leather Products, Mechanical Engineering Equipment, Packaging Material, Paper Products, Plastic Products, Wire Drawing, Metal Fabrication, Furniture, Electro Plating, Auto Components, Hosiery, Readymade Garments, Sanitary Fittings.	
9. Okhla			
Gujarat			
10. Ahmedabad	18	Pharmaceuticals, Dyes & Intermediates, Moulded Plastic Products, Readymade Garments, Textile	

1	2	3
		Machinery Parts, Diamond Processing, Machine Tools, Castings & Forging, Steel Utensils, Wood Product & Furniture, Paper Products, Leather Footwear, Washing Powder & Soap, Marble Slabs, Power Driven Pumps, Electronic Goods, Auto Parts, Power Loom
11. Baroda	3	Pharmaceutical- Bulk drugs, Plastic processing & Wood product & furniture.
12. Surat	4	Diamond Processing, Powerloom, Wood Product & Furniture, Textile Machinery.
13. Rajkot	10	Textile Printing, Flooring Tiles(Clay), Wall Clocks, Diesel Engines, Electric Motors, Castings & Forging, Machine Tools, Diamond Processing, Oil Mills Machinery
14. Gandhidham		
15. Vapi	2	Chemicals, Pharmaceuticals- Bulk Drugs
16. Jamnagar	2	Wood Product & Furniture
Goa		
17. Panji	1	Pharmaceutical
Haryana		
18. Faridabad	3	Auto components, Engineering Cluster, Stone Crushing.
19. Gurgaon	5	Auto Components, Electronic Goods, Electrical Engineering Equipment, Readymade Garments, Mechanical Engineering Equipment.
20. Kundli		
Himachal Pradesh		
21. Baddi	1	Engineering Equipment
Jammu & Kashmir		
22. Jammu	3	Steel Re-rolling, Oil mills, Rice Mills.
Jharkhand		
23. Jamshedpur	1	Engineering & Fabrication
24. Ranchi		
25. Dhanbad		

	1	2	3
	<b>Karnataka</b>		
26.	Bangalore	6	Powerloom, Electronic goods, Readymade garments, Light engineering, Leather products.
27.	Hubli	1	Agriculture Implements and Tractor Trailer
	<b>Kerala</b>		
28.	Kochi	3	Rubber products, Powerlooms & Sea Food processing.
29.	Kozikode		
	<b>Madhya Pradesh</b>		
30.	Bhopal	1	Engineering equipment
31.	Indore	4	Pharmaceuticals-Bulk drugs, Readymade garments, food processing, Auto components.
	<b>Maharashtra</b>		
32.	Mumbai Metro	11	Electronic Goods, Pharmaceutical-Basic drugs, Toys (plastic), Ready made garments, Hosiery, Machine Tools, Engineering equipment, Chemicals, Packaging material, Handtools, Plastic products.
33.	Pune	6	Auto components, Electronic goods, Food products, Ready made Garments, Pharmaceuticals-Bulk Drugs, Fibre glass.
34.	Nagpur	6	Powerlooms, Engineering & Fabrication, Steel furniture, Ready made garments, Handtools, Food processing.
35.	Aurangabad	2	Auto components & Pharmaceuticals-Bulk drugs.
36.	Andheri		
37.	Thane	5	Pharmaceuticals-Bulk Drugs, Sea food, Powerloom, Confectionery & Chemicals
38.	Nasik	2	Steel furniture, Powerloom
39.	Mumbai Bandra Kurla Complex		
	<b>Manipur</b>		
40.	Imphal		
	<b>Meghalaya</b>		
41.	Shillong		

	1	2	3
	Mizoram		
42.	Aizawl		
	Nagaland		
43.	Dimapur		
	Orissa		
44.	Bhubaneswar	4	Rice Mills, Chemicals & Pharmaceuticals, Engineering & Fabrication, Spices
45.	Rourkela		
	Punjab		
46.	Ludhiana	9	Auto Components, Bicycle Parts, Hosiery, Sewing M/C Components, Industrial Fastners, Handtools, Machine tools, Forging, Electroplating.
47.	Jalandhar	10	Sports Goods, Agricultural Implements, Handtools, Rubber Goods, Wooden Furniture, Leather Tanning, Leather Footwear, Surgical Instruments, Diesel Engines, Rice Mills.
	Rajasthan		
48.	Jaipur	7	Gems & Jewellery, Ball Bearing, Electrical Engineering Equipment, Food Products, Garments, Lime, Mechanical Engineering Equipment.
49.	Jodhpur		
50.	Alwar	2	Chemicals and Oil Mills
	Sikkim		
51.	Gangtok		
	Tripura		
52.	Agartala		
	Tamil Nadu		
53.	Chennai	3	Auto components, Leather products, Electroplating.
54.	Coimbatore	6	Diesel Engines, Agricultural Implements, Machine Tools, Castings & Forging, Powerloom.
55.	Tirupur	1	Hosiery
56.	Ambattur		

1		2	3
57.	Erode	1	Powerloom
58.	Hosur		
59.	Trichy	2	Artificial Diamonds, Engineering Equipment
	Uttar Pradesh		
60.	Kanpur	3	Saddlery, Cotton hosiery, Leather products.
61.	Varanasi	4	Sheetwork (Globe Lamp), Powerloom, Agriculture implements, Electric fan.
62.	Lucknow		
63.	Agra	3	Foundry, Leather Footwear, Mechanical Engineering Equipment
64.	Aligarh	3	Brass & Gunmetal Statues, Locks, Building Hardware
65.	NOIDA	11	Electronic goods, Toys, Chemicals, Electrical engineering equipment, Garments, Mechanical engineering equipment, Packaging material, Plastic products, Chemicals
	Uttarakhand		
66.	Dehradun	1	Miniature Vacuum bulb
67.	Rudrapur	1	Rice Mills
	West Bengal		
68.	Kolkata	7	Electric Fans, Hosiery, Readymade Garments, Leather Goods, Dal Mills, Mechanical Engineering Equipment, Wood Products
	Union Territories		
69.	Puducherry		
70.	Chandigarh	2	Engineering Equipment, Stone Crushing,
TOTAL		210	

*[English]***Simplification of Direct Tax Laws**

1356. SHRI PRABHUNATH SINGH: Will the Minister of FINANCE be pleased to state:

(a) whether there is any proposal to amend Direct

Tax laws to reduce mounting arrears of direct and indirect tax revenues;

(b) if so, the details thereof; and

(c) the quantum of direct and indirect taxes demanded under litigation and efforts made to recover the dues?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) There is no proposal to amend Direct Tax Laws to reduce mounting arrears of either direct or indirect tax revenues.

(c) The demand of direct taxes under litigation as on 31.1.2008 is Rs. 72,986 crores whereas in case of indirect taxes, the same is Rs. 21668.77 crores.

The following special measures are being taken to expedite recovery of tax arrears:

- (i) Recovery of arrears in large cases is being monitored by a Task Force headed by each Chief Commissioner of Income Tax/Director General of Income Tax, as the case may be.
- (ii) Cases involving substantial amount of arrears pending before Commissioners (Appeals) and ITAT have been identified. These authorities have been requested to dispose off such appeals early so that the demand can be collected during the current financial year itself. Special efforts are also being taken to expedite the hearing of cases locked up in High Courts and the Supreme Court.
- (iii) Chairman and Members of the Central Board of Direct Taxes are also regularly reviewing the position in regard to outstanding demand and providing suitable guidance and directions to the field formations.
- (iv) Immediate realization of unfettered arrears.
- (v) Filing of applications for stay vacation/early hearing in Courts/CESTAT in important cases.
- (vi) Timely disposal of all adjudication cases pending at the level of Commissioners.
- (vii) Quick implementation of favourable orders of CESTAT/Courts.
- (viii) Posting the list of defaulters on the CBEC website to enable all the field officers to browse the website in connection with recovery action at their end.

#### **Central Assistance for Drinking Water Supply**

1357. SHRI DUSHYANT SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the State Government of Rajasthan has sought more Central assistance for strengthening drinking water supply in the State; and

(b) if so, the amount sanctioned by the Union Government for that purpose?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) Yes, Sir. Ministry of Urban Development has released a sum of Rs. 22.38 crore towards first installment of Central Assistance for one water supply project at Udaipur town in Rajasthan under Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT).

Two projects of water supply for Ajmer and Pushkar in Rajasthan under Jawaharlal Nehru Urban Renewal Mission (JNNURM) have been sanctioned by the Ministry of Urban Development at an approved cost of Rs. 355.15 crore with additional central assistance (ACA) of Rs. 284.11 crore. ACA amounting to Rs. 75.49 crore has already been released to the State Government of Rajasthan.

#### **Achievement of Target under TSC**

1358. SHRI RAM CHANDRA PASWAN:  
SHRI RAMPAL SINGH:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether there is any shortfall in achievement of target fixed under Total Sanitation Campaign (TSC);

(b) if so, the details thereof;

(c) whether the Union Government proposes to provide additional assistance to meet the target set under the Programme; and

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

THE MINISTER OF RURAL DEVELOPMENT (DR. RAGHUVANSH PRASAD SINGH): (a) and (b) To accelerate the pace of rural sanitation coverage in India, a centrally sponsored programme, namely Central Rural Sanitation Programme (CRSP), was introduced in 1986. CRSP was restructured in 1999 as Total Sanitation Campaign (TSC), with focus on demand generation through effective information, education and communication campaign. It is being implemented in rural areas taking district as a unit of implementation. Till date, 582 projects

for rural districts have been approved under TSC, with a project cycle of 4-5 years each. No annual targets are set under this programme. TSC aims to provide access to toilets to all households in rural areas by 2012. With the implementation of TSC, total percentage of households with latrine in rural area has increased to about 50% by the end of February 2008.

(c) and (d) The Central outlay for the programme for 2006-07 was Rs. 800 crore, which was increased to Rs. 1060 crore in 2007-08. The Central outlay proposed for 2008-09 is Rs. 1200 crore. State-wise allocations are not made under TSC. The State-wise details of projects approved are given in the enclosed statement.

**Statement**

*State-wise Details of Projects Sanctioned*

Sl.No.	State	No. of Project	Project Cost (In Lakhs)	Approved Share (Rs. in Lakhs)		
				Central	State	Beneficiary
1	2	3	4	5	6	7
1.	Andhra Pradesh	22	125804.37	78342.07	28261.30	19200.97
2.	Arunachal Pradesh	15	4485.16	2968.49	980.03	536.64
3.	Assam	26	48873.87	31623.50	10495.39	6754.98
4.	Bihar	38	144674.15	92841.53	30385.50	21447.12
5.	Chhattisgarh	16	49316.79	32620.80	10879.20	5817.30
6.	Dadra and Nagar Haveli	1	47.14	35.50	0.00	11.64
7.	Goa	2	972.92	574.40	228.80	169.72
8.	Gujarat	25	51875.89	31012.68	11617.90	9245.30
9.	Haryana	20	17539.06	10247.13	4066.32	3225.61
10.	Himachal Pradesh	12	10132.70	6347.27	2420.69	1364.74
11.	Jammu and Kashmir	14	19444.81	12856.68	4353.85	2234.28
12.	Jharkhand	22	60481.22	39170.76	13008.07	8302.38
13.	Karnataka	27	59488.92	36933.75	13189.44	9365.73
14.	Kerala	14	20945.86	11000.76	5085.67	4859.43
15.	Madhya Pradesh	45	95002.42	61084.11	20983.15	12935.16
16.	Maharashtra	33	88700.39	56862.18	19636.57	12201.63
17.	Manipur	9	6626.31	4390.85	1388.37	847.09
18.	Meghalaya	6	5322.33	3552.01	1179.10	591.22
19.	Mizoram	8	3246.52	2174.54	708.91	363.07
20.	Nagaland	9	4133.74	2734.20	858.43	541.11



1	2	3	4	5	6	7
21.	Orissa	30	105296.62	68921.73	22505.87	13869.01
22.	Pondicherry	1	248.90	158.06	0.00	90.84
23.	Punjab	16	7780.34	4261.40	2012.30	1506.64
24.	Rajasthan	32	65366.90	43284.64	14462.14	7620.12
25.	Sikkim	4	2074.82	1352.36	455.56	266.90
26.	Tamilnadu	29	79704.13	45437.19	18542.97	15723.96
27.	Tripura	4	6931.41	4127.47	1615.26	1188.68
28.	Uttar Pradesh	70	187257.08	117167.50	42560.45	27529.11
29.	Uttarakhand	13	9948.31	6433.89	2093.53	1420.89
30.	West Bengal	19	70312.60	42478.10	15637.41	12197.09
Total		582	1352035.67	850995.54	299612.17	201428.34

#### **Retention Period in care Homes/Orphanages**

1359. SHRI VIJOY KRISHNA: Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether care homes and orphanages keep children upto the age of 18 only;

(b) if so, whether Government proposes to provide for retention of orphans in care homes and orphanages for some more years in view of the fact that such boys and girls do not complete their education to enable them to obtain gainful employment;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) As per the Juvenile Justice (Care and Protection of Children) Act, 2000, a child is defined as a person who has not completed 18 years of age. Accordingly, the children's homes which are established and maintained by the State Governments/ UT Administrations under this Act, either by themselves, or in association with the voluntary organizations, for children in need of care and protection keep these children upto the age of 18 years.

(b) to (d) Section 44 of the Juvenile Justice (Care and Protection of Children) Act, 2000 provides for establishment or recognition of After Care Organizations for children between the age of 17 to 18 years who may stay in these organizations till the age of 20 years. These organizations are expected to enable the children to prepare themselves for an honest, industrious and useful life after they leave the children's homes. The Government of India has been impressing upon the State Governments the need for full implementation of the provisions of the Act.

#### **Delisting of Shares**

1360. SHRI M.P. VEERENDRA KUMAR: Will the Minister of FINANCE be pleased to state:

(a) whether the Government has received complaints from small retail share holders against delisting of shares from stock exchanges by the promoters causing depletion in the value of their investment; and

(b) if so, the details thereof and the manner in which the Government intend to protect the interests of small shareholders when more and more companies are resorting to delisting of shares?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a): Yes Sir.

SEBI has informed that it has received complaints from shareholders against delisting of shares from stock exchanges.

(b) SEBI has received many complaints in respect of three companies, namely, Bharti Healthcare Ltd., Essar Shipping and Essar Steel. The complaints relate to misleading and manipulative way of delisting the shares, delisting at a price not reflecting the true value of shares, etc. In addition to referring the complaints to stock exchanges, it is examining them for necessary action.

Delisting of a securities from the exchanges is carried out as per the provisions of the SEBI (Delisting of Securities) Guidelines, 2003 under the oversight of the stock exchanges. These guidelines provide a transparent method of price discovery through the book building process.

#### **Child Marriages in the Country**

1361. SHRI S.K. KHARVENTHAN:  
SHRI HANNAN MOLLAH:

Will the Minister of WOMEN AND CHILD DEVELOPMENT be pleased to state:

(a) whether a recent study by the Centre for Social Research (CSR) has revealed high incidence of child marriages in the country;

(b) if so, the details thereof and the reaction of the Government thereto;

(c) the number of such incidents reported during the last three years;

(d) whether the Government has taken any steps to prevent such incidents, and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI RENUKA CHOWDHURY): (a) and (b) As per information received from Centre for Social Research (CSR), a study has been conducted on 'Child Marriage in India: Situational Analysis in Three States'. Two selected districts only have been taken for the purpose of study in the States of Rajasthan, Uttar Pradesh and Madhya Pradesh. High incidents of child marriage were found in these states

but this cannot be generalized for the country. The sons were married off when they were less than 21 years (16.8%) and daughters married off when they were less than 18 years (30.4%) in Varanasi as compared to 4% and 6.4% in Meerut in Uttar Pradesh. 69.4% of boys and 66.7% of girls are getting married below the prescribed age for marriage in Tonk districts whereas 57.1% of boys and 47.7% in Jaipur in Rajasthan. It is 18.4% of boys and 16.8% of girls in Bhopal compared to 14.4% of boys and 6.4% of girls in Shajapur in Madhya Pradesh.

(c) As per the information received from National Crime Record Bureau, 97 cases in 2007, 99 cases in 2006 and 122 cases in 2005 were registered under Child Marriage Restraint Act in all over India.

(d) and (e) In order to prohibit child marriages and to make the provisions of the Act more effective and punishment more stringent for offenders, a new legislation "The Prohibition of Child Marriage Act, 2006" (No. 6 of 2007) was notified in the Gazette of India on 11th January, 2007 and the said Act has been enforced w.e.f. 1.11.2007. Also, awareness generation and advocacy measures are continuously being undertaken by the Ministry of Women and Child Development in this connection. The Ministry has formulated a new scheme called the Conditional Cash Transfer with Insurance cover for the survival of girl child provided the following conditionality are satisfied i.e. birth and registration of the girl child, full immunization, enrolment in school, retention in school and being unmarried at the age of 18 years.

#### **Phasing out of CST**

1362. SHRI RAVI PRAKASH VERMA:  
SHRI HANSRAJ G. AHIR:

Will the Minister of FINANCE be pleased to state:

(a) whether the issue of payment of compensation to the States for their revenue loss due to phasing out of Central Sales Tax has been worked out;

(b) if so, the details in this regard and if not, the reasons therefor;

(c) whether the issues relating to Value Added Tax (VAT) have also been resolved in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) and (b) A consensus had been arrived at between the Centre and the States that the CST should be phased out in 4 steps, *i.e.* reducing the CST rate from 4% to 3% w.e.f. 01.04.2007, from 3% to 2% w.e.f. 01.04.2008, from 2% to 1% w.e.f. 01.04.2009 and eventually abolishing the tax on 31.03.2010. A package of compensation to the States for revenue loss on account of phasing out of the CST has also been worked out for the year 2007-08. As per the package, the States shall be compensated for CST reduction from 4% to 3% through a combination of non-monetary and monetary measures, that include abolition of Form-D, levy of VAT on Tobacco @ 12.5% by States, transfer of tax on identified services to the States, and budgetary support in case these measures prove inadequate to fully cover the loss.

(c) and (d) The Central Government has made the enabling provisions for levy of VAT on Tobacco and Tobacco products. The Empowered Committee of State Finance Ministers has agreed that VAT on Tobacco and Tobacco products be imposed at 12.5% VAT rate from 01.4.2007.

*[Translation]*

#### **Containing Prices of Petrol and Diesel**

1363. SHRI HANSRAJ G. AHIR: Will the Minister of FINANCE be pleased to state:

(a) whether surcharge is being levied on petrol and diesel according to their value;

(b) if so, the revenue collected under this head by the Union Government during the last financial year 2006-07 and the current financial year;

(c) whether the Government is contemplating to refund the funds so collected to petroleum companies to control the rising prices of petrol and diesel; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): (a) Special additional excise duty at the specific rate of Rs. 6 per litre, not on value basis, is leviable on petrol.

(b) to (d) Does not arise in view of (a) above.

#### **Opening of Branches by Foreign Company**

1364. SHRI RAMESH DUBE: Will the Minister of FINANCE be pleased to state:

(a) whether a foreign company is permitted to open a branch office in India under automatic route with the permission of Reserve Bank of India even though the item concerned is under the Compulsory Licencing for manufacture under the Industrial Policy;

(b) if so, the norms thereof;

(c) whether such Branch Offices are allowed to carry out commercial transactions such as sales, purchase, lease or trading activities without going through the Foreign Investment Promotion Board (FIPB); and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) Foreign companies are permitted to open Branch Offices in India in terms of Notification No FEMA 22/2000-RB dated 3rd May 2000 viz. Foreign Exchange Management (Establishment in India of Branch or Office or other Place of Business) Regulations, 2000 under automatic route with the permission of RBI provided (i) such units are functioning in those sectors where 100% FDI is permitted; (ii) such units comply with part XI of the Companies Act (Section 592 to 602) and (iii) such units function on a stand-alone basis.

(b) Applicants are required to submit their applications in the prescribed proforma to the RBI along with a copy of their certificate of incorporation attested by a Notary Public or Indian Embassy in country of incorporation and latest audited Balance Sheet of the company.

Based on financial statements submitted along with the application a company with profitable track record of 5 years is considered for permission.

(c) and (d) Branch Offices are allowed to carry out activities permitted in Schedule I of FEMA 22/2000-RB. Branch Office can act as buying and selling agent of its parent company in India.

*[English]***RBI Study and Urban Infrastructure**

1365. SHRI BADIGA RAMAKRISHNA: Will the Minister of FINANCE be pleased to state:

(a) Whether Reserve Bank of India's Development Research Group has carried out a study on municipal finance;

(b) If so, the details of the outcome;

(c) Whether Rs. 63,000 crores are needed every year for urban infrastructure for the next 10 years;

(d) If so, whether at least Rs. 10,000 crores is required for providing core services by urban local bodies; and

(e) If so, how the Ministry is planning to pool the resources for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PAWAN KUMAR BANSAL): (a) to (e) The information is being collected and will be tabled in the floor of the House later.

**Training to ST Women**

1366. SHRI K.S. RAO: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government proposes to empower the woman belonging to STs by providing training in entrepreneurship and skill development to improve their lives and livelihood;

(b) if so, the details thereof alongwith the number of woman beneficiaries;

(c) the details of the financial assistance likely to be provided by the Union Government to the State Government for running training camps;

(d) whether the Government proposes to involve some NGOs in this regard; and

(e) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS (SHRI P. R. KYNDIAH): (a) Ministry of Tribal Affairs implements a

scheme namely Vocational Training in Tribal Areas to develop the skill of the tribal youth in order to gain employment/self employment opportunities. This scheme is equally applicable to both ST boys and girls. There is no proposal of a separate scheme for ST women in this regard.

(b) Under the scheme, each training center may cater to five vocational courses in traditional or other skills depending upon the employment potential of the area. Each tribal boy/girl is trained in two trades of his/her choice, the course in each trade being for the duration of six months including practical training for three months. Rs. 13,500/- per trainee per year is provided by way of recurring cost which also includes Rs. 1200/- per trainee per year for purchase of raw material and Rs. 350/- per trainee per month as stipend besides honorarium to trainees, staff etc. During the year 2006-07 total number of beneficiaries covered is 6275 (both boys and girls).

(c) During 2007-08 the R.E. under scheme under the state head is Rs. 6.75 crore including N.E. component and the B.E. for the year 2008-09 under the state head is Rs. 7.00 crore including N.E. component.

(d) and (e) This scheme is implemented through the NGOs as well as through State Governments/UT Administrations. During the year 2006-07 grants to the tune of Rs. 150.00 lakh have been released to 9 NGOs for 9 projects covering 900 beneficiaries (both boys and girls).

*[Translation]***Land Allotted to Educational Institutions**

1367. SHRI RAMDAS ATHAWALE: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether a number of educational Institutions and Social Organisation applied for/submitted proposal for allotment of land to the Land Development Office during the last three years;

(b) if so, the present status of these proposals;

(c) whether the Government has allotted land to such educational institution; and

(d) if so, the details thereof, school-wise and location-wise?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) Yes, Sir.

(b) Due to paucity of land and pendency of many requests for land from various Government Departments/ local bodies and political parties, these requests have not been considered for allotment.

(c) No, Sir.

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

*[English]*

#### **Proposal for Rain Basera from Gujarat**

1368. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of HOUSING AND URBAN POVERTY ALLEVIATION be pleased to state:

(a) whether the Union Government has received proposal for "Rain Basera", from the Government of Gujarat at Jamnagar, Rajkot, Porbandar, Bhavnagar, Surendranagar, Vadodara, Ahmedabad, Surat Bharuch and Vapi etc.; and

(b) if so, the progress made so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF HOUSING AND URBAN POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Only one Night Shelter Scheme was sanctioned for Gujarat, pertaining to Bhavnagar Municipal Corporation by Government of India, but no funds were transferred to it since the Night Shelter Scheme was transferred to State Sector with effect from 1.4.2005.

*[Translation]*

#### **Tests on Genetically Modified Seeds**

1369. SHRIMATI RUPATAI D. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any tests have been conducted on the viability and safety of the genetically modified (GM) seeds developed in the country;

(b) if so, the details thereof and the outcome thereof;

(c) whether the Government has chalked out any action plan for certification of the said GM seeds and their use in view of the protests made in this regard; and

(d) if so, the details thereof?

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): (a) The Ministry of Environment and Forests and Department of Biotechnology, Ministry of Science & Technology being the nodal departments informed that they have not conducted any test on viability of genetically modified (GM) seeds. However, the safety tests on the GM seeds developed in the country are conducted as per the guidelines and protocols put in place by the Review Committee on Genetic Manipulation (RCGM) and any tests prescribed by the Genetic Engineering Approval Committee (GEAC).

(b) So far, the Genetic Engineering Approval Committee (GEAC) has approved the environmental release of only Bt cotton. The biosafety tests conducted on Bt cotton seeds having events MON531 (*Cry-1 Ac* gene), MON15985 (*Cry-1 Ac+Cry 2Ab* Gene), JK Event 1 (*Cry-1 Ac* Gene) and GFM (*Cry-1 A* Gene) have been found to be safe.

(c) and (d) The Genetically Modified (GM) seeds are not notified as they are not covered under the Seeds Act, 1966. In view of the above facts, the GM seeds including Bt cotton seeds cannot be certified under the present circumstances. However, the purpose of certification is only to ensure seed quality and not bio-safety.

#### **Smuggling of Animals**

1370. SHRI AVINASH RAI KHANNA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government is aware of the fact that animals of various species are being smuggled from India to Bangladesh every year;

(b) if so, the number of animals smuggled during the last three years, Species-wise; and

(c) the steps taken by the Government to check smuggling of livestock from India?

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

#### **Forward Trading**

1371. SHRI RAGHUVeer SINGH KOSHAL:  
SHRI HANSRAJ G. AHIR:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the commodities/items included for forward trading during the last three years and thereafter, till date;

(b) whether the Forward Contracts Regulation Amendment Bill is proposed to be brought within the purview of the Committee on relation between forward trading and price-rise;

(c) if so, the details thereof;

(d) whether compulsory delivery is proposed to be made mandatory in forward trading;

(e) if so, the details thereof and action taken thereon; and

(f) the steps taken to properly regulate forward trading to check price rise and ensure fair prices?

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): (a) Prohibition on futures trading in a large number of commodities that existed before 2003 was lifted on 1st April, 2003. A statement giving details of the commodities, which were included for forward trading during the years-2004-05, 2005-06, 2006-07 and 2007-08 (till date) is enclosed.

(b) No, Sir.

(c) In view of a reply to (b), does not arise.

(d) and (e) Section 2(c) of the Forward Contracts (Regulation) Act, 1952 defines a forward contract as a contract for the delivery of goods. The contracts traded on the Exchanges, therefore, provide for deliveries. Most of the agricultural commodities which are actively traded at the Exchange platform have the provisions for compulsory delivery.

(f) The forward trading in a commodity is a mechanism for price discovery and price risk management. The prices of a commodity is mainly governed by demand and supply factors in the physical market. The Forward Markets Commission which is the Regulator for futures trading in commodities under the provisions of Forward Contracts (Regulation) Act, 1952, prescribes various regulatory measures such as limit on open positions, daily margins, limit on daily price variation etc. to ensure orderly trading in the futures market.

#### **Statement**

Year	Commodities included for forward trading
2004-05	1. CPO Refined 2. Crude Palm Oil 3. Crude Palm Olive 4. Crude Oil 5. Polymer 6. Rubber
2005-06	1. Furnace Oil 2. Ethanol 3. Cooking Coal 4. Electricity 5. Natural Gas 6. Clove 7. Barley
2006-07	1. Onion
2007-08 (till date)	1. Thermal Coal 2. Carbon Credit

#### **Surrender of BSNL and MTNL Telephone Connections**

1372. SHRI PUSP JAIN:  
SHRI SUBHASH MAHARIA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the number of domestic landline telephone connections is decreasing day by day in the era of mobile phones;

(b) if so, the extent to which revenue losses suffered by the Government as a result thereof surrendering a large number of telephone connections;

(c) the steps taken/being taken by the Government to check the same;

(d) the number of new domestic landline telephone connections installed and surrendered during the year 2006-07, separately; and

(e) the details thereof, State-wise, especially in Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir. There is decline in Landline connections.

(b) Revenue from Telephone connections is not earned by the Government but by the Operators who provide the telephone connections to the customers. Reductions in the number of domestic land line telephone connections has been accompanied by much more increase in mobile connections. This trend of mobile substitutions has resulted in overall increase in revenue to the Government.

(c) BSNL and MTNL have taken a lot of measures with following details to maintain its customer base as well as to improve telecommunication services in its service areas:

(i) Reduction in tariff for all basic services.

(ii) Launch of BSNL ONE INDIA tariff Scheme.

(iii) Reduction of rental for Sulabh Plan by BSNL.

(iv) Empowering CGMs of Telecom Circles by BSNL to launch Circle based competitive tariffs for basic and cellular services to increase the number of subscribers,

(v) MTNL is reviewing its tariff for various products and services so as to make them customer friendly and to suit various segments of the society,

(vi) MTNL has launched IPTV Services in both Delhi and Mumbai. It will stop the churn of landline subscribers and provide enhanced video services to the customers.

(d) and (e) The number of domestic landline telephone connections installed and surrendered (including disconnection due to non-payment) during the year 2006-07 of BSNL and MTNL is given in the enclosed statement.

#### **Statement**

#### *Landline Telephone Connections Installed and Disconnected Circle-wise during 2006-07 of BSNL and MTNL*

Sl.No.	Name of Circle	Land line Phones during 2006-07	
		Surrendered/ Disconnected	Installed
1	2	3	4
<b>A. BSNL</b>			
1.	Andaman and Nicobar	15129	8430
2.	Andhra Pradesh	603006	345113
3.	Assam	41005	23587
4.	Bihar	121993	71568
5.	Chhattisgarh	28889	17097
6.	Gujarat	377432	176201
7.	Haryana	148685	51937
8.	Himachal Pradesh	37877	15702
9.	Jammu and Kashmir	20505	13444
10.	Jharkhand	44872	23901
11.	Karnataka	381174	223865
12.	Kerala	155608	217478
13.	Madhya Pradesh	140512	104758
14.	Maharashtra	448298	318988
15.	North East-1	24241	27217
16.	North-East-II	9389	8600

1	2	3	4
17.	Orissa	57586	42985
18.	Punjab	326956	102743
19.	Rajasthan	173114	83806
20.	Tamilnadu	395834	222012
21.	Uttanchal	35076	14596
22.	Uttar Pradesh East	176656	99718
23.	Uttar Pradesh West	175687	58720
24.	West Bengal	99966	65789
25.	Kolkatta	101099	117815
26.	Chennai	122867	123101
	Total	4263456	2579171
B	MTNL	246041	391037

*[English]***Import of Thread and Raw Material**

1373. SHRI RANEN BARMAN: Will the Minister of TEXTILES be pleased to state:

(a) whether the weavers are facing terrible crises due to import of thread and raw material from foreign countries at a cheaper rate; and

(b) if so, the details thereof alongwith the steps being taken by the Government to save the weavers of cottage industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) No such information has been received.

(b) Does not arise.

*[Translation]***Allocation of Frequency**

1374. SHRI SHRINIWAS DADASAHEB PATIL: Will the minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether a proposal for frequency allocation for wireless set-up in Chandoli National Park in Maharashtra has been received by the Union Government;

(b) if so, the details thereof;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (d) The application for grant of wireless license for Chandoli National park had been received from Conservator of Forests, Kolhapur Wildlife, Kolhapur. After necessary technical analysis, suitable frequency spots with associated technical parameters have been identified in the Very High Frequency (VHP) band.

The Decision Letter to grant wireless operating licence under Indian Telegraph Act, 1885 has been issued. The wireless operating licence can be granted after completion of certain prerequisites, including payment of necessary spectrum charges, etc. by the applicant.

*[English]***New Flexible Law for Hotels**

1375. SHRI K.S. RAO: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of persons employed in hotels and allied establishments during each of the last three years alongwith the projections made regarding the requirements by 2012;

(b) the nature of irregularities relating to labour prevailing in the sector alongwith the legal protection available to workers for addressing their issues;

(c) whether the Government proposes to enact a new flexible law to regulate labour force in hotel and similar establishments and maintained healthy labour relation in the sector to promote tourism and hospitality industry; and

(d) if so, the details thereof?



THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) Hotels and Allied establishments are covered under the provisions of Shops and Establishments Acts enacted by the respective State Governments. Under these Acts, State Governments are the "Appropriate Government". As informed by the Ministry of Tourism, data regarding number of persons employed and nature of irregularities relating to Labour in this sector is not maintained centrally.

(c) No, Sir.

(d) Does not arise.

#### **Development of Indigenous AWACS**

1376. SHRI NAVEEN JINDAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has decided to develop an indigenous Airborne Early Warning and Control System (AWACS);

(b) if so, the details thereof and the time likely to be taken in its development;

(c) whether it is also proposed to manufacture indigenous radars;

(d) whether the possibilities of marketing Indian technology for surveillance equipment in world markets have been assessed; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Yes, Sir. Defence Research and Development Organisation is pursuing development of Airborne Early Warning and Control System (AEW&C) at a cost of Rs. 1,800 cr with a probable date of completion (PDC) in the year 2011.

(c) Yes, Sir. Development and manufacture of indigenous Radar is included in AEW&C programme.

(d) No, Sir.

(e) Does not arise.

*[Translation]*

#### **Assistance to Farmers of Vidarbha Region**

1377. SHRI MOHAN RAWALE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to provide assistance to farmers of Vidarbha region of Maharashtra for reducing milk and milk products and also extend co-operation to poor farmers for increasing their income; and

(b) if so, the details thereof?

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): (a) and (b) Government does not have any proposal to provide assistance to farmers of Vidarbha region of Maharashtra for reducing milk and milk products. This department is providing assistance through various dairy development schemes like Intensive Dairy Development Programme, Assistance to Cooperatives, Strengthening Infrastructure for Quality and Clean Milk Production and Dairy Poultry Venture Capital Fund, to promote dairying in the state of Maharashtra, including Vidarbha region and thus help increase the income of poor farmers.

Funds are also being provided for setting up milk chilling centres, among others, in six suicide prone districts of Vidarbha region under a Special Package.

#### **Practical Education and Awareness Programme**

1378. SHRI SUBHASH MAHARIA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the practical education and awareness programmes are being run for the labourers engaged in the various sectors in the country;

(b) if so, the details thereof; and

(c) the number of labourers benefited therefrom during each of the last three years and thereafter till date, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) Central Board for Workers Education

conducts awareness generation programmes for the workers in organized, unorganized and rural sectors for their socio-economic developments.

(b) A list of the programmes being conducted in the organized, unorganized and rural sector is enclosed as statement-I.

(c) The details of the workers trained during last three years and thereafter till date State-wise are given in the enclosed statement-II.

### **Statement I**

#### **Organised Sector**

1. Training for trainers (45 days).
2. Personality Development Programme (21 days).
3. Refresher Courses for Worker Teachers (5 days).
4. Joint Educational Programmes (1 day).
5. Need Based Seminars (2 days).
6. Self Generation of funds programmes (1 day).
7. Self Generation of funds programmes (2 days).
8. Self Generation of funds programmes (3 days).
9. Special Self Generation of funds programmes.
10. Programmes on workers Participation in Management (3 days).
11. Part Time/Full Time Unit Level Classes.
12. Joint Educational Programmes (2 days).
13. Need Based Special Seminars (1 week).
14. Functional Adult Literacy Classes (6 months).

15. Quality of Life Programmes (organised sector) (4 days).

16. Quality of Life programmes (organised sector) (2 days).

17. Plant Level programmes (1 day).

#### **Unorganised Sector**

18. Empowerment Camps for unorganized sections workers (4 days).
19. Empowerment Camps for Weaker sections workers (4 days).
20. Quality of Life Programmes (unorganised sector) (4 days).
21. Quality of Life Programmes (unorganised sector) (2 days).
22. Special Programmes for Unorganised Sector workers (2 days).
23. Special Programmes for Women workers (2 days).
24. Special programmes for Parents of Child Labour (2 days).
25. Special programmes for Child Labour (2 days).
26. Special Programmes for SC/ST workers (2 days).
27. Programmes on Labour Welfare and Development (2 days).
28. Camps for Stone Quarry Workers.

#### **Rural Sector**

29. Rural Awareness Camps (2 days).
30. Empowerment Camps for Rural Workers (4 days).

### **Statement II**

#### *State-wise Break-up of Workers Trained during Last Three Years and Thereafter till January, 2008*

State/Centre	No. of Participants			
	April 2004 to March 2005	April 2005 to March 2006	April 2006 to March 2007	April 2007 to Jan 2008
1	2	3	4	5
Andhra Pradesh	19528	20158	19771	15226
Assam	11922	15870	11365	10657

1	2	3	4	5
Bihar	7009	8083	5184	2913
Chhattisgarh	4774	6671	7125	5602
Delhi	8837	9344	8034	6010
Goa	6601	5778	4430	3188
Gujarat	18171	18759	16110	13130
Haryana	6899	7290	5654	4522
Himachal Pradesh	4987	5756	3971	2686
Jammu and Kashmir	5029	4551	3975	4074
Jharkhand	16472	13022	11642	10597
Karnataka	19505	18916	20091	17251
Kerala	12725	13899	12123	9173
Madhya Pradesh	24989	26068	20961	16565
Maharashtra	29407	29142	24242	19391
Manipur	6502	6924	8103	5555
Orissa	14367	14701	13693	11237
Punjab	7728	7244	5049	3553
Rajasthan	12416	11392	7323	5763
Tamil Nadu	20548	25134	23649	18883
Uttar Pradesh	34868	35802	30947	27419
West Bengal	27255	24056	22436	16875
<b>Total</b>	<b>320539</b>	<b>328560</b>	<b>285878</b>	<b>230270</b>

*[English]***Funds for Irrigation under Bharat Nirman Yojana**

1379. SHRI M. RAJA MOHAN REDDY:

SHRI MADHU GOUD YASKHI:

SHRI ANIRUDH PRASAD ALIAS SADHU  
YADAV:

SHRI EKNATH MAHADEO GAIKWAD:

SHRIMATI NIVEDITA MANE:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Union Government has fixed a target for irrigation of one crore-hectare land under the Bharat Nirman Yojana;

(b) if so, the details thereof alongwith parameters devised for implementation of said scheme;

(c) the details of the amount released and utilised for the said purpose and the outcome thereof for the last three years alongwith the current financial year, State-wise and Year-wise;

(d) whether any time frame has been fixed to achieve the said target alongwith details of additional irrigation potential achieved, State-wise; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) to (e) The irrigation component of Bharat Nirman envisages creation of irrigation potential of 1 crore hectare during 2005-06 to 2008-09 through major and medium irrigation projects, minor irrigation schemes and schemes of Repair, Renovation and Restoration of Water Bodies to be implemented by the respective State Governments. There is no separate allocation of fund for irrigation component of Bharat Nirman. The schemes

identified by the State Governments are provided central assistance under Accelerated Irrigation Benefit Programme. The schemes of Repair, Renovation and Restoration of Water Bodies have been provided limited assistance under the pilot scheme of "Repair, Renovation and Restoration of Water Bodies". Further the States of Andhra Pradesh, Karnataka and Tamil Nadu have signed the agreement for World Bank assistance for Andhra Pradesh Community based Tank Management Project, Karnataka Community based Tank Management Project and Tamil Nadu Irrigated Agriculture Modernisation and Water Bodies Restoration and Management Project respectively. State-wise and Year-wise details of the CLA/Grant released under AIBP during the last three years and in the current year and the potential created upto March 2007 are given in the enclosed statement.

**Statement**

*Irrigation Under Bharat Nirman*

Sl.No.	Name of State/ Major & Medium Irrigation Projects	Potential created upto March, 2007 (Thousand hectare)	CLA/Grant released during (Rs. Crore)				Total CLA/Grant released 2004-05 to 2007-08
			2004-05	2005-06	2006-07	2007-08	
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	280.93	87.55	311.38	816.42	576.85	1782.20
2.	Assam	67.44	0.08	12.60	0.00	0.00	12.68
3.	Bihar	439.21	37.22	16.24	3.23	30.97	87.65
4.	Jharkhand	13.98	21.29	5.04	1.29	5.74	33.36
5.	Goa	7.15	0.65	0.00	1.91	18.34	20.90
6.	Gujarat	424.73	530.50	339.60	121.89	350.00	1341.99
7.	Haryana	109.09	11.14	6.00	3.17	0.00	20.31
8.	Himachal Pradesh	2.66	1.77	16.06	2.22	70.54	90.58
9.	Jammu and Kashmir	27.99	7.30	24.76	18.25	65.66	115.97
10.	Karnataka	421.70	396.30	140.78	160.37	194.15	891.59
11.	Kerala	32.75	49.44	9.36	16.65	0.00	75.45
12.	Madhya Pradesh	150.65	516.70	168.10	25.81	229.12	939.73
13.	Chhatisgarh	112.60	2.93	7.66	0.00	7.50	18.09
14.	Maharashtra	265.64	529.29	167.38	340.69	547.43	1584.79

1	2	3	4	5	6	7	8
15.	Manipur	0.00	11.50	70.30	138.07	0.00	219.88
16.	Meghalaya	0.00	0.00	0.00	0.00	0.00	0.00
17.	Orissa	118.52	24.22	148.00	133.12	378.06	683.40
18.	Punjab	116.16	0.00	26.32	0.00	13.50	39.82
19.	Rajasthan	521.92	352.90	90.30	11.60	100.26	555.06
20.	Tamilnadu	0.00	0.00	0.00	0.00	0.00	0.00
21.	Tripura	6.70	3.00	16.20	0.94	0.00	20.14
22.	UP/Uttaranchal	1169.23	175.92	133.13	81.90	92.78	483.72
23.	West Bengal	83.44	13.46	0.03	6.70	0.00	20.19
Total		6418.26	4115.92	2408.15	2418.12	3732.93	12675.12

*[Translation]***Inter State Dam Projects**

1380. SHRI THAWAR CHAND GEHLOT: Will the Minister of WATER RESOURCES be pleased to state the names of States in which inter-state dam projects under Accelerated Irrigation Benefit Scheme have been sanctioned and are in operation and the number of projects which are pending for approval, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): There are five inter-state projects under AIBP as per details given below:

Sl. No.	Name of the Project	States involved
1.	Bansagar	Bihar, Madhya Pradesh, Uttar Pradesh
2.	Tillari	Goa, Maharashtra
3.	Rajghat	Madhya Pradesh, Uttar Pradesh
4.	Bawanthadi	Madhya Pradesh, Maharashtra
5.	Sardar Sarovar	Gujarat, Maharashtra, Rajasthan, Madhya Pradesh

No proposal for new inter-state project for inclusion in AIBP is pending in the Ministry of Water Resources.

*[English]***Upgradation of NIFT Centres**

1381. SHRI K.C. PALLANI SHAMY: Will the Ministry of TEXTILES be pleased to state:

(a) whether the Government has any proposal to upgrade the centres of National Institute of Fashion Technology (NIFT) in the country;

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

(c) the time by which the upgradation work is likely to be started; and ;

(d) the funds allocated for the purpose during the Eleventh Plan?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGOVAR): (a) and (b) There are seven well established NIFT Centres across the country. These are located in Delhi, Chennai, Bangalore, Kolkotta, Mumbai, Hyderabad, and Gandhinagar. Besides, there is a new Center of NIFT at Rae Bareli, Uttar Pradesh. There is no classification of centres of lesser or higher grades.

(c) and (d) Government has provided Plan as well as Non Plan funds to meet the expenditure for upgradation of infrastructure of NIFT centres during XIth Plan period. However, during the XIth Plan period only a Non plan Block grant of Rs. 10 crores per year will be provided.

[Translation]

#### **Foodgrains Production in Andhra Pradesh**

1382. SHRI M. ANJAN KUMAR YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantity of foodgrains produced in Andhra Pradesh during the last three years;

(b) the details regarding the demand for foodgrains in Andhra Pradesh; and

(c) the steps taken by the Government to increase foodgrain production in Andhra Pradesh?

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): (a) Table below presents the quantity of foodgrains produced in Andhra Pradesh during the last three years (2004-05 to 2006-07):

Year	Foodgrains production (Lakh Tonnes)
2004-05	133.96
2005-06	169.51
2006-07	162.29

(b) On the basis of monthly per capita quantities of consumption reported in the National Sample Survey 61st Round Report on "Household Consumption of Various Goods and Services in India 2004-05" and the population projections given by the Office of the Registrar General of India, the consumption requirement of foodgrains in Andhra Pradesh during 2004-05 was estimated at 13.46 million tonnes (including seed, feed and wastage) which increased to 13.61 million tonnes during 2005-06 and 13.75 million tonnes during 2006-07.

(c) To increase the production of rice, wheat and coarse cereals in the country, including Andhra Pradesh,

the Integrated Cereals Development Programme (ICDP) in rice, wheat and coarse cereals based cropping systems have been under implementation since October 2000. In order to further increase the production of rice, wheat and pulses, the Government has launched National Food Security Mission (NFSM) from Rabi 2007-08. The NFSM aims at increasing the production of rice by 10 million tonnes, wheat by 8 million tonnes and pulses by 2 million tonnes in the targeted districts of the country, including Andhra Pradesh, by the end of the 11th Plan i.e. 2011-2012.

[English]

#### **Subscribers under NDNC Registry**

1383. SHRI S.K. KHARVENTHAN: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of subscribers so far registered under the National Do Not Call Registry (NDNC), State-wise;

(b) whether any complaints have been registered for the implementation of the same;

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

(d) the steps taken by the Government for the effective implementation of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Sir, as per record available with Telecom Regulatory Authority of India (TRAI) so far 8.36 million subscribers have registered with National Do Not Call Registry (NDNC). State-wise information is not available. However, service provider-wise details as on 25th February, 2008 are given in the enclosed statement.

(b) and (c) As per the information provided by TRAI, service providers have received about 29246 complaints till 28.2.2008, which is only 0.35% of the total number of subscribers who have registered for not getting unsolicited commercial communication. Out of these complaints, a large number of complaints pertains to such small telemarketers who have not registered themselves with NDNC. The service providers have been asked to take action against them as per the 'Telecom Unsolicited Commercial Communications Regulation, 2007'. As per

the regulation, receipt of complaints, investigations and its redressal rest with the concerned Telecom Service Providers.

(d) To improve the effectiveness and compliance by the telecom service providers, TRAI has issued a consultation paper on 16.1.2008 for imposing financial sanctions on erring telecom service providers.

**Statement**

*Details of Registered Subscribers for National do not Call Registry (NDNC) with service Providers (As on 25th February, 2008)*

Sl. No.	Name of Service Provider	No. of Subscribers Registered in NDNC
1.	Aircel	90,902
2.	PBL	92,093
3.	BSNL	5,29,618
4.	Bharti Air Tel	31,56,842
5.	HFCL	30,378
6.	Idea	9,99,160
7.	MTNL	67,032
8.	Reliance	4,73,167
9.	Shyam Enterprise	398
10.	Spice	1,18,572
11.	Tata Teleservices Limited	4,81,610
12.	Vodafone Essar Cellular Ltd.	23,17,473
Total		83,57,245

**Reduction in Telephone Tariff**

1384. SHRI G. KARUNAKARA REDDY:  
SHRI G. NIZAMUDDIN:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has any proposal to reduce the telephone tariff for the subscribers of Land Line and Cellular Phones provided by BSNL/MTNL to

meet the growing competition from other telecom operators;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the number of cellular phone connections have been added by the BSNL/MTNL during the months starting from April, 2007 to February, 2008, month-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (c) Government no longer fixes the tariff for telecom services in the country. Telecom Regulatory Authority of India (TRAI) has been mandated to regulate the tariff for telecom services vide TRAI Act of 1997 and under the current provisions of TRAI, most of such rates are under forbearance. Both BSNL & MTNL have been reviewing the tariffs for Land line and Cellular services from time to time on the basis of needs of customers, prevailing competition and TRAI guidelines.

(d) The month-wise details of number of cellular phone connections added by the BSNL/MTNL during the months starting from April, 2007 to February, 2008 are given in the enclosed statement.

**Statement**

*No. of cellular connections added by BSNL & MTNL during April, 2007 to February, 2008 (monthwise)*

Month	No. of cellular connections added by BSNL	No. of cellular connections added by MTNL
April, 07	3,26,317	40,863
May, 07	2,39,382	70,368
June, 07	4,28,926	67,674
July, 07	5,51,536	74,867
August, 07	7,30,205	68,600
September, 07	5,99,900	68,770
October, 07	7,29,404	59,492
November, 07	9,10,707	70,310
December, 07	7,73,187	73,353
January, 07	10,30,378	73,728
February, 07	8,24,951	125,986
Total	71,44,893	794,011

**Implementation of Hall-Marking**

1385. SHRI KULDEEP BISHNOI:  
SHRI KINJARAPU YERRANNAIDU:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Hall-Marking of Gold ornaments has been made mandatory;

(b) if so, whether necessary infrastructure is available in the country for its implementation;

(c) if so, the details thereof indicating the number of Hall-Marking centres established in the country so far;

(d) if not, the reasons therefor alongwith the additional infrastructure required for the purpose as on date; and

(e) the steps taken to provide adequate infrastructure for Hall-Marking in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI TALSLIMUDDIN): (a) No, Sir.

(b) and (c) In view of (a) above, the question does not arise.

(d) Hallmarking of Gold Jewellery has not been made compulsory primarily due to absence of enabling legislative framework for its implementation under Bureau of Indian Standards Act, 1986.

(e) In order to facilitate establishing adequate infrastructure in the country, under the Scheme for setting up of Gold Hallmarking and Assaying Centres, one time financial assistance @ 15% of cost of machinery and equipment subject to maximum of Rs. 15 lakh per centre for all States except locations of North- East and special category States namely Jammu and Kashmir, Himachal Pradesh and Uttarakhand for which such financial assistance @ 30% of cost of machinery & equipment subject to maximum of Rs. 30 lakh per centre, is extended to the eligible applicants.

**Jakhau Fishery Harbour**

1386. SHRI MAHESH KANODIA:  
SHRI BHARATSINH MADHAVSINH SOLANKI:  
SHRI P.S. GADHAVI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the proposal for the Union Government of Jakhau Fishery Project is awaiting environment clearance from the Government since long;

(b) whether a comprehensive report on the escalation of cost of the project and a revised estimate were also sent by the Government of Gujarat to the Union Government; and

(c) if so, the present status of the proposal?

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): (a) No, Sir. Clearance from environmental angle for construction of fishing harbour at Jakhau was accorded way back in December 1997.

(b) and (c) Yes, Sir. A proposal revising the original cost from Rs. 1143.60 lakhs to Rs. 3483.90 lakhs has since been received from the Government of Gujarat. Since the techno-economic aspects justifying the cost escalation have not been fully covered in the revised report, the State Government has been requested to submit the same.

**Flood Problem in Assam**

1387. SHRI M.K. SUBBA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the report from Asian Development Bank experts on flood and erosion problem in Assam has been received by the Government;

(b) if so, the details of the main findings and recommendations contained therein; and

(c) the steps taken by the Government for implementing the recommendations?



THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) to (c) No specific report from Asian Development Bank (ADB) Experts on flood and erosion problem in Assam has been received by the Ministry of Water Resources. However, the ADB has undertaken preparation of the report for North Eastern Integrated Flood and River Bank Erosion Management Project (Assam) with a Project Preparatory Technical Assistance (PPTA).

[Translation]

**Development of Equipment for  
Testing Ammunition**

1388. SHRI RAKESH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether any equipment has been manufactured by the Ordnance Factory, Jabalpur for testing ammunition of medium-range capacity;

(b) if so, the details thereof alongwith its manufacturing cost as compared to the imported equipment for the purpose;

(c) whether the Government proposes to manufacture equipment for testing ammunition of high range capacity; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) and (b) Yes, Sir. Ordnance Factory, Khamaria has manufactured an explosion testing machine for testing the strength of shell body blank of ammunition 84 mm high explosive. The equipment was manufactured for their own regular requirement of testing 84 mm high explosive ammunition. The manufacturing cost of the equipment is Rs. 16 lakhs. A budgetary quotation was received for similar equipment for approx Rs. 349 lakhs (ex-import).

(c) and (d) Ordnance Factory Khamaria has the capacity to make similar machines for further use. However, there is no immediate further requirement at present.

[English]

**Evaluation of Irrigation Schemes**

1389. SHRI MADHU GOUD YASKHI:  
SHRI ANIRUDH PRASAD ALIAS SADHU  
YADAV:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRIMATI NIVEDITA MANE:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the area under irrigation actually declined between 1991-2004 despite huge investments in development of irrigation facilities;

(b) if so, the details thereof and reasons therefor indicating the total investment made during the said period alongwith the land under irrigation in 1991 and 2004; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) No Sir. As per the Statistics of the Ministry of Agriculture, the net irrigated area in 1990-91 was 48.02 million hectares which has increased to 56.62 million hectares in 2003-04.

(b) and (c) Do not arise.

**Non-Working of Dolphin Server**

1390. PROF. MAHADEORAO SHIWANKAR:  
PROF. M. RAMADASS:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the main server responsible for sending SMSs of Dolphin was switched off between December 31st, 2007 and January 1st, 2008;

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

(c) the details of loss to the exchequer of MTNL as a result of switching off the main server;

(d) whether the Government is aware of the inconvenience caused to the subscribers;

(e) if so, whether any inquiry has been conducted in this regard;

(f) if so, the outcome thereof; and

(g) the action taken/being taken against the officials involved in this regard and to stop such recurrence in future?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir.

(b) to (g) Do not arise in view of (a) above.

#### **Dry Land Area**

1391. SHRI ANANTA NAYAK: Will the minister of AGRICULTURE be pleased to state:

(a) the total area of dry land in the country, State-wise;

(b) whether the Government has launched any scheme for the development of agriculture in such areas;

(c) if so, the details thereof, particularly in Orissa;

(d) whether the Government proposes to diversify the cropping pattern in such areas; and

(e) if so, the details thereof?

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): (a) Out of 328.7 million hectare of geographical area of India, 142 million hectares is net cultivated area. Of this, about 57 million hectare (40%) is irrigated and the remaining 85 million ha (60%) is rainfed. A statement showing state wise geographical area, net sown area, net irrigated area and rainfed area is enclosed as Statement.

(b) to (e) The Government has recently created a National Rainfed Area Authority (NRAA) for sustained and holistic development of rainfed areas. The Authority is an expert body to provide the much needed knowledge inputs regarding systematic upgradation and management of

country's dryland and rainfed agriculture. NRAA has a two tier structure. The first tier is the Governing Board to provide necessary leadership and appropriate coordination in implementation of programmes. The Governing Board is chaired by the Union Agriculture Minister and co-chaired by the Union Rural Development Minister. The Union Ministers of Water Resources and Environment & Forests, Member (Agriculture) Planning Commission, Secretaries of Ministries/Department of Agriculture and Cooperation, Rural Development, Water Resources, Environment & Forests, Panchayati Raj, Chairman of NABARD, One Farmer's representative/organisation and the Chief Executive Officer (CEO) of NRAA are the other members. The second tier is the Executive Committee which is headed by CEO, NRAA. Five eminent full time Experts in the field of water management, agriculture/horticulture, animal husbandry and fisheries, forestry and watershed development, one representative each from Ministries of Rural Development, Agriculture, Environment & Forests, Panchayati Raj and Water Resources, Advisor (Agriculture) Planning Commission, Director of Central Arid Zone Research Institute (CAZRI, Jodhpur), Director of Central Research Institute for Dryland Agriculture, Hyderabad are other members of the Executive Committee.

Apart from NRAA, the Government is also implementing various programs/schemes for development of agriculture in the rainfed areas. The names of the major schemes are:

#### **(i) Watershed Programmes**

- National Watershed Development Project for Rainfed Areas (NWDPA).
- Soil Conservation for Enhancing Productivity of Degraded Lands in the Catchments of River Valley Project and Flood Prone River (RVP & FPR).
- Watershed Development Projects in Shifting Cultivation Areas (WDPSA).
- Drought Prone Area Programme (DPAP).
- Integrated Wasteland Development Programme (IWDP).
- Desert Development Programme (DDP).

#### **(ii) National Food Security Mission (NFSM).**

#### **(iii) Rastriya Krishi Vikas Yojana (RKVY).**

- (iv) Mini Mission II of Technology Mission on Cotton (TMC).
- (v) Mini Mission II of Jute Technology Mission (JTM).
- (vi) National Horticulture Mission (NHM).

In the State of Orissa from the above programmes, NWDPR, RVP & FPR, DPAP, IWDP, NFSM, RKVY, TMC, JTM and NHM are being implemented. All these programmes are aimed at increasing the agriculture productivity, increasing the cropping intensity and diversification of cropping system to provide better economic returns to the farmers.

**Statement**

*Geographical Area, Net Sown Area, Net Irrigated Area and Rainfed Area  
in the States and Union Territories*

(Area in '000 Ha.)

Sl.No.	State/UT	Geographical Area	Net Area		
			Sown	Irrigated	Rainfed
1	2	3	4	5	6
1.	Andhra Pradesh	27507	10410	4238	6172
2.	Arunachal Pradesh	8374	164	42	122
3.	Assam	7844	2734	170	2564
4.	Bihar	9416	5664	3462	2202
5.	Chhattisgarh	13519	4800	1151	3649
6.	Goa	370	141	23	118
7.	Gujarat	19602	9622	2994	6628
8.	Haryana	4421	3566	2938	628
9.	Himachal Pradesh	5567	550	102	448
10.	Jammu and Kashmir	22224	748	310	438
11.	Jharkhand	7972	1769	164	1605
12.	Karnataka	19279	10031	2565	7466
13.	Kerala	3886	2191	377	1814
14.	Madhya Pradesh	30825	14859	4735	10124
15.	Maharashtra	30771	17619	2975	14644
16.	Manipur	2233	140	65	75
17.	Meghalaya	2243	230	59	171
18.	Mizoram	2108	188	16	102

1	2	3	4	5	6
19.	Nagaland	1658	333	65	268
20.	Orissa	15571	5845	1938	3907
21.	Punjab	5036	4250	4038	212
22.	Rajasthan	34224	16765	4520	11345
23.	Sikkim	710	95	17	78
24.	Tamil Nadu	13006	5172	2801	2371
25.	Tripura	1049	280	37	243
26.	Uttaranchal	5348	793	347	446
27.	Uttar Pradesh	24093	16812	12391	4421
28.	West Bengal	8875	5522	2376	3446
29.	Andaman and Nicobar Islands	825	38	0	38
30.	Chandigarh	11	2	1	1
31.	Dadra and Nagar Haveli	49	23	8	15
32.	Daman and Diu	11	4	1	3
33.	Delhi	148	29	29	0
34.	Lakshadweep	3	3	1	2
35.	Pondicherry	48	24	21	3
Total		328726	141345	55876	85469

#### **Inter-State River Water Disputes**

1392. SHRI G. NIZAMUDDIN: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether several inter-State water disputes have been pending for several decades, particularly in Andhra Pradesh as on date;

(b) the expenditure incurred on resolving these disputes during the said period;

(c) the action taken by the Government in each of the dispute during the last three years; and.

(d) the concrete steps taken by the Government to facilitate resolving of such disputes at a quicker pace?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a), (c) and (d) As per the Inter-State River Water Disputes (ISRWD) Act, 1956, the water dispute arises among two or more State Governments when the Central Government receives request under Section 3 of the Act from any of the basin States with regard to existence of water dispute. The details of the present inter-State water disputes under ISRWD Act, 1956 are as follows:

Sl.No.	River/Rivers	States concerned	Date of Reference to the Central Government	Date of Reference to the Tribunal
1.	Ravi & Beas	Punjab, Haryana and Rajasthan	—	April, 1986
2.	Cauvery	Kerala, Karnataka, Tamil Nadu and Union Territory of Pondicherry	July, 1986	June, 1990
3.	Krishna	Karnataka, Andhra Pradesh and Maharashtra	September, 2002-January, 2003	April, 2004
4.	Madei/Mondovi/Mahadayi	Goa, Karnataka and Maharashtra	July, 2002	—
5.	Vansadhara	Andhra Pradesh & Orissa	February, 2006	—

In accordance with the said Act, the Central Government is required to refer a dispute to a Tribunal after it is satisfied that the dispute cannot be settled by negotiations. Accordingly, the water disputes related to Cauvery and Krishna were referred to the Tribunals for adjudication in 1990 and 2004 respectively. The Cauvery Water Disputes Tribunal (CWDT) submitted report and decision under section 5(2) of the ISRWD Act, 1956 on 5.2.2007. Party States and Central Government have sought guidance/clarification from the tribunal under section 5(3) of the Act. Further, party State have also filed Special Leave Petition (SLP) in Hon'ble Supreme Court against the report and decision of the tribunal as mentioned above. The Krishna Water Disputes Tribunal passed orders on Interim Relief Applications of the States on 9.6.2006.

The water dispute related to Ravi and Beas was referred to the Ravi and Beas Waters Tribunal (RBWT) in 1986 under Section 14 of the said Act. RBWT submitted its report on 30.1.1987 under section 5(2) of the Act. Party States and Central Government have sought explanation/guidance under section 5(3) of the Act from the Tribunal. The Tribunal has not submitted its further report to the Government.

In respect of Mahadayi/Mandovi River Water Disputes raised by Government of Goa, the Ministry of Water Resources is of the opinion that water dispute contained in the request of Government of Goa cannot be settled by negotiation. Meanwhile, the Government of Goa filed a suit in the Supreme Court for setting up of Water Dispute Tribunal for adjudication of above River Water Dispute and an Interlocutory Application (IA) for stay in construction activity in September 2006.

In respect of Vansadhara Water Dispute, the Central Government has not concluded so far that the dispute cannot be settled by negotiations. Meanwhile, the Government of Orissa has filed a Writ Petition in September, 2006 in the Hon'ble Supreme Court.

The mechanism for settlement of water dispute is already available in the form of ISRWD Act, 1956. The ISRWD Act, 1956 has been amended in the year 2002 whereby the adjudication of the water dispute by the tribunal has been made time-bound, (b) The expenditure incurred by Ravi and Beas Waters Tribunal, Cauvery Water Disputes Tribunal and Krishna Water Disputes Tribunals since their constitution till January, 2008 is Rs. 6.16 Crore, Rs. 11.80 crore and Rs. 3.25 Crore respectively.

#### **Threat to Sea Food Industry**

1393. SHRI MANORANJAN BHAKTA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the reduction in marine catches in recent times has adversely affected the fishermen throughout the coastal areas of the country including Andaman and Nicobar Islands and the sea food export industries;

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

(c) the remedial steps taken by the Government thereto?

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): (a) to (c)  
The information is being collected and will be laid down on the Table of the House.

#### **NSSO Report on Wage Parity**

1394. SHRI A. SAI PRATHAP: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether a study report by the National Sample Survey Organisation (NSSO) titled "Employment and Unemployment Situations in India" has revealed that in rural areas a woman's daily wage is less than that of a man, though both work equal hours; and

(b) if so, the outcome thereof and the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) Yes, Sir. This disparity in wages could be attributed to existing social norms and practices as well as inadequate accounting of the overall work output of women in rural areas. However, for the payment of equal wages to women, Government is implementing the Equal Remuneration Act, 1976 which provides for payment of equal remuneration to men and women for the same work or work of a similar nature without any discrimination. This Act is being implemented by the State Governments for the areas under their jurisdiction and monitored by the Central Government. For the areas under the Central Governments, the Act is being implemented by the office of the Chief Labour Commissioner (Central).

*[Translation]*

#### **Vishesh Krishi Upaj Yojana**

1395. SHRI HARISINH CHAVDA:  
SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has launched Vishesh Krishi Upaj Yojana;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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): (a) to (c) Pursuant to the Resolution adopted on 29-05-2007 by the National Development Council (NDC), a new State Plan scheme of Additional Central Assistance (ACA) for agriculture and allied sectors, namely, Rashtriya Krishi Vikas Yojana (RKVY) has been launched during 2007-08 with an envisaged outlay of Rs. 25,000/- crore during the 11th Five Year Plan.

The broad objective of RKVY is to incentivize the States to increase public investment to achieve 4% growth rate in agriculture and allied sectors in the 11th Five Year Plan.

The new scheme requires the States to prepare District and State Agriculture Plans and at least maintain the share of expenditure in agriculture and allied sectors in the total State's Plan expenditure.

The allocation of funds to the States is based on the net un-irrigated area, gross State agricultural product to be attained by the end of the 11th Plan, and increase in the State Plan expenditure in agriculture & allied sectors.

The ACA would be made available to the States as 100% grant.

The States have been provided flexibility and autonomy in the process of selection, planning, approval and execution of schemes. The State Level Sanctioning Committee (SLSC), headed by the Chief Secretary approves the projects under RKVY.

#### **Package for Vidarbha**

1396. SHRI SANTOSH GANGWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has received any suggestions from some public representatives for providing a Vidarbha like package for the most backward areas of Bundelkhand in Uttar Pradesh for welfare of farmers and removing regional imbalance;

(b) if so, the details thereof and the action thereon; and

(c) the time by which the said financial package for the development of the area is likely to be announced?

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): (a) to (c) Yes, Sir. The Government of Uttar Pradesh and some public representatives requested for study of the drought like conditions in the Bundelkhand areas and some tehsils in Allahabad district of Uttar Pradesh and provision of Central assistance to tackle the situation. An Inter-Ministerial Central Team visited the Bundelkhand areas and some tehsils in Allahabad district of Uttar Pradesh in the 4th week of January, 2008, to study the drought like situation in these areas with a view to assessing the ground situation and the scale of implementation of various medium-term and long-term drought mitigation programmes/schemes and to recommend strategy and various measures that are required for agriculture development suitable for the areas to ameliorate the current situation. Further action would be taken after receipt of the Team's report.

*[English]*

#### **Encroachment on Defence Lands**

1397. PROF. M. RAMADASS:

PROF. MAHADEORAO SHIWANKAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether Defence lands have been encroached upon at several places in different States;

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

(c) whether the Government is making sincere efforts to get these lands vacated;

(d) if so, the details thereof; and

(e) the details of the matters pending in the courts pertaining to encroachment on Defence lands?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

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

*[Translation]*

#### **Telephone Tower in Jharkhand**

1398. DR. DHIRENDRA AGARWAL: Will the minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether mobile telephony services areas in a rural areas of Jharkhand are quite unsatisfactory and poor;

(b) if so, the reaction of the Government thereto;

(c) the steps taken/being taken by the Government to improve the mobile telephony services in the region; and

(d) the number of telephone towers installed in Jharkhand during the last three years, alongwith the location-wise, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (c) Global System for Mobile Communications (GSM) based Cellular Mobile Telephone Service being provided by Bharat Sanchar Nigam Limited (BSNL) is in general, working satisfactorily in Jharkhand including in its rural areas. However, there are few interruptions sometimes in long distance media due to various departmental activities like road widening etc by different agencies. These interruptions are attended to promptly. BSNL is augmenting its mobile network progressively so as to enhance coverage, capacity and to further improve the Quality of Services (QoS). BSNL is also optimizing its network continuously for its performance. Monitoring of the network has also been strengthened to ensure performance as per the QoS parameters prescribed by Telecom Regulatory Authority of India (TRAI).

(d) A statement indicating the location-wise number of towers installed in Jharkhand during the last three years by BSNL is enclosed.

**Statement***Status of Mobile Towers Installed in Jharkhand during the Last Three Years*

Sl. No.	Name of SSA (Secondary Switching Area)	Number of Mobile Towers Installed in 2005-06	Number of Mobile Towers Installed in 2006-07	Number of Mobile Towers Installed in 2007-31.1.2008	Total
1.	Ranchi	12	09	02	23
2.	Jamshedpur	10	06	02	18
3.	Dhanbad	07	06	01	14
4.	Hazaribagh	18	14	04	36
5.	Dumka	12	09	02	23
6.	Daltonganj	07	05	02	14
Total		66	49	13	128

*[English]***Desilting of Water Bodies**

1399. SHRI RAYAPATI SAMBASIVA RAO:  
DR. K. DHANARAJU:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether desilting of water bodies is being done periodically in the country;

(b) if so, the details of the desilting work done during the last three years, State-wise; and

(c) the details of funds allocated for this work, State-wise during the above period indicating the World Bank (WB) assistance, if any?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) to (c) Desilting of water bodies is required to be carried out by various agencies, particularly, the State Governments as part of regular operation and maintenance. The Ministry of Water Resources has not taken up any specific programme or scheme for "Desilting of Water Bodies". However, removal of deposited material in tanks or other water bodies or lakes etc. is taken up as site specific measure in respect of water bodies or lakes included under the scheme of the Ministry of Water Resources for "Repair, Renovation and Restoration of

Water Bodies directly linked to Agriculture" and "National Lake Conservation Plan" of Ministry of Environment and Forests. The Ministry of Water Resources, Government of India approved project proposals in respect of 1098 water bodies for 26 districts in 15 States under Pilot Scheme for Repair, Renovation and Restoration of Water Bodies directly linked to Agriculture. Besides, the World Bank Loan Agreement has been signed with Tamil Nadu for Rs. 2182 crore to restore 5763 water bodies. Loan agreements in respect of the project in Andhra Pradesh for Rs. 835 crore for restoration of 3000 water bodies and the project in Karaataka for Rs. 259 crore for restoration of 1225 water bodies have also been signed with the World Bank. The components of the scheme, inter-alia, include activities related to desilting.

The Ministry of Environment and Forests has informed that out of the proposals received so far, the Ministry has sanctioned projects for conservation of 52 lakes at a total estimated cost of Rs. 687.52 crore which generally include desilting as one of the components.

*[Translation]***Organic Farming**

1400. SHRI BRAJA KISHORE TRIPATHY:  
SHRI NAND KUMAR SAI:  
SHRI S.K. KHARVENTHAN:

Will the Minister of AGRICULTURE be pleased to state:



(a) whether certain States have requested the Union Government to promote organic farming in their respective States;

(b) if so, the details thereof and the action taken thereon;

(c) the details of problems being faced by the farmers in adopting organic farming techniques alongwith the measures to remedy the problems; and

(d) the details regarding production of organic produces and export thereof during the current year?

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): (a) and (b) Yes, Sir. Almost all the States have requested the Union Government to promote organic farming in their respective States and sent proposals for releasing funds under National Project on Organic Farming (NPOF) for capacity building through service providers, trainings, demonstrations, market development, creation of awareness etc. The state-wise and year-wise funds released are given in the enclosed statement.

(c) Important problems being faced by the farmers adopting organic farming are—non-availability of package of practices for organic farming, fear for loss of yield in the initial years, lack of well developed market for organic produce and high cost of certification.

Following Measures have been taken to tackle problems of farmers adopting organic farming:-

- (i) In collaboration with Food and Agriculture Organization (FAO) organic Package of Practices for important crops for 5 States have been prepared.
- (ii) Efforts are being made to document available information on organic farming for farmers.
- (iii) For promotion of marketing and dissemination of information about organic products a web based information portal is being launched, where farmers can post their details of organic products for marketing. Under NPOF efforts are being made to create awareness for organic products.
- (iv) For facilitation of certification at affordable cost, assistance is being provided under the component of "Capacity Building through Service Providers" for Internal Control System (ICS) management & facilitation of certification. An assistance of Rs. 200/- per farmer is provided to the agencies for such Service.

(d) As per the information received from Agricultural & Processed Food Products Export Development Agency (APEDA), the total certified organic production for the year 2007-08 was 5,85,970 MT. The quantity exported was 19,456 MT valued at Rs. 308 crores (77 million US \$).

#### **Statement**

*State-wise release of Fund under National Project on Organic Farming since October 2004 to December 2007 (Total of State Govts & Other Implementing Agencies)*

(Rs. in lakh)

Sl.No.	Name of the States	2004-05	2005-06	2006-07	2007-08 (up to Dec 2008)	Total
1	2	3	4	5	6	7
<b>North Eastern States</b>						
1.	Assam	1.0725	68.115	2.2775	0	71.47
2.	Arunachal Pradesh	4.4875	30.16	41.28	25.25	101.1775
3.	Manipur	6.69	5.74	101.58	7.10	121.11
4.	Meghalaya	2.34	38.07	0.78	0	41.19

1	2	3	4	5	6	7
5.	Mizoram	45.3125	22.50	166.587	94.39	328.7895
6.	Nagaland	0	86.69	88.31	126.54	301.54
7.	Sikkim	10.34	49.11	32.58	0	92.03
8.	Tripura	8.975	25.835	30.00	0	64.81
Total North East States		79.2175	326.2225	463.3945	253.28	1122.117
Other States						
1.	Andhra Pradesh	0	34.6625	40.1485	9.96	84.771
2.	Bihar	0	1.125	69.3625	0.49	70.9775
3.	Chhattisgarh	14.975	0	119.235	60.00	194.21
4.	Delhi	0	6.5125	1.8225	1.00	9.335
5.	Goa	0	4.39	4.13	0	8.52
6.	Gujarat	2.0	59.745	0	0	61.745
7.	Haryana	0	4.40	48.23	0	52.63
8.	Himachal Pradesh	2.0	12.775	50.56	39.44	104.775
9.	Jammu and Kashmir	0	0	0	106.30	106.30
10.	Jharkhand	0	6.9575	93.00	0	99.9575
11.	Karnataka	1.78	25.4325	57.0885	8.00	92.301
12.	Kerala	1.71	69.56	50.1975	0.40	121.8675
13.	Lakshadweep	0	2.30	0	0	2.30
14.	Madhya Pradesh	6.885	31.8125	149.445	108.25	296.3925
15.	Maharashtra	5.320	102.20	168.0346	41.07	316.6246
16.	Orissa	0	4.40	199.91	17.93	222.24
17.	Punjab	0.24	0.08	16.155	15.20	31.675
18.	Rajasthan	0	13.7375	17.56	24.23	55.5275
19.	Tamilnadu	1.00	87.0125	72.9601	2.54	163.5126
20.	Uttar Pradesh	9.3525	44.3355	51.88	23.61	129.178
21.	Uttaranchal	48.20	0.88	332.7225	0	381.8025
22.	West Bengal	0	24.3875	99.13	01.71	125.2275
23.	NABARD	150.00	732.5	0	0	882.50
24.	NCDC, New Delhi	0	100.0	0	0	100.00
Total other states		243.4625	1369.2055	1641.5717	460.13	3714.3697
Grand total		322.68	1695.428	2104.9662	713.41	4836.4867

**Irrigated Land**

1401. DR. CHINTA MOHAN:  
SHRI RAMJI LAL SUMAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) the extent and details of irrigated cultivable land in the country as on date, State-wise;

(b) the area of land irrigated by surface water and underground water separately; and

(c) the various modes of irrigation adopted for the irrigation of the remaining un-irrigated land and the break-up thereof?

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): (a) Total gross irrigated area in the country for the latest available year 2005-06 is 82.62 million hectares. The State wise details of gross irrigated area are given as under:

State/UTs	Gross irrigated area (in thousand hectares) for 2005-06
1	2
Andhra Pradesh	5996
Arunachal Pradesh	45
Assam	161
Bihar	4221
Chhattisgarh	1375
Goa	38
Gujarat	4292
Haryana	5446
Himachal Pradesh	177
Jammu and Kashmir	454
Jharkhand	211

1	2
Karnataka	3632
Kerala	460
Madhya Pradesh	5878
Maharashtra	3711
Manipur	51
Meghalaya	64
Mizoram	19
Nagaland	106
Orissa	2687
Punjab	7814
Rajasthan	7818
Sikkim	10
Tamil Nadu	3397
Tripura	104
Uttaranchal	559
Uttar Pradesh	18345
West Bengal	5483
Chandigarh	2
Dadra and Nagar Haveli	7
Delhi	32
Pondicherry	29
All India	82625

(b) and (c) As per the Report of the Working Group on Water Resources for Eleventh Plan, irrigation potential area utilized by surface water and ground water upto the end of Tenth Plan is 46.42 million hectares and 40.81 million hectares respectively. During the Eleventh Plan period, a target of 16 million hectares of irrigation potential to be created has been envisaged. Of this, 9 million hectares is expected to be created through major and medium irrigation projects and 7 million hectares from minor irrigation schemes.

*[English]***Amendment in Child Labour (Prohibition and Regulation) Act, 1986**

1402. SHRIMATI MANORAMA MADHAVRAJ:  
SHRI M. SHIVANNA:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government proposes to amend the Child Labour (Prohibition and Regulation) Act, 1986 in order to ensure the absolute abolition of child labour in every form from the country;

(b) if so, the details thereof; and

(c) the time by which the necessary legislation is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) No, Sir. The Government is not proposing to amend the Child Labour (Prohibition and Regulation) Act, 1986 to prohibit all forms of child labour. Considering the socio-economic conditions of the country and the nature and magnitude of the problem, Government is following a sequential approach of first covering children working in hazardous occupations/processes.

(c) Does not arise.

**Postal Information System**

1403. SHRI SUGRIB SINGH:  
SHRI NAND KUMAR SAI:  
SHRI KISHANBHAI V. PATEL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has set up Postal Information System in the country;

(b) if so, the salient features of the said system;

(c) the manner in which customers will utilize such system;

(d) the extent to which workforce has been trained to make success of Postal Information System in the country; and

(e) the extent to which Department of Posts will be able to compete with private couriers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir. The Department has not set up any specific Postal Information System in the country. However, the Department provides all Postal Information through its website [www.indiapost.gov.in](http://www.indiapost.gov.in). Further, one toll free number has been activated in Uttarakhand Postal Circle that provides information and registers verbal complaints of the customer pertaining to Uttarakhand Circle. Traditionally, the Department has been providing information to its customers visiting post office through information display boards placed in public halls of post offices showing business hours, rates and types of services available at the post office.

(b) The website informs about the organization of the Department, new initiatives, its mission and vision. Customer can know about various products and services, postage calculation, pin-code search, facilities such as track and trace of speed post articles. Facility of Online registration of complaints by the customers is provided at the website. The information about tenders floated by the Department is also provided on the website. In case of toll free number at Uttarakhand Circle, enquiries from the customers are handled on phone.

(c) The information available at the website can be accessed by any member of public having access to Internet. The postal information can be gathered by clicking on the respective items. In case of toll free number installed in Uttarakhand Circle all the verbal complaints are accepted from the customers and information about the postal system is provided to the inquiring customer.

(d) The website is being maintained and updated by the Department's software development centre at Mysore. 3 trained persons maintain and update the website on a regular basis. For the toll free number currently running at Uttarakhand Circle one officer and 4 Postal Assistants have been trained.

(e) The Department is seized of the competition offered by the Couriers. Hence, in the last few years the

Department has introduced new products and services like Direct Post, Logistic Post, Bill Mail service etc., in addition to existing Express Parcel Post and Speed Post. The revenue earned by the Department from these premium products in the past three years has been constantly increasing. In the year 2006-07, the revenue from the premium services stood at Rs. 1509.46 crores. Moreover, the Department is reorganizing and streamlining mail operations to ensure speed and quality of service to meet the competition.

#### **Enhancement In Spectrum Charges**

1404. SHRI ASADUDDIN OWASI:  
SHRI BADIGA RAMAKRISHNA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the total amount of revenue received by the Government from the mobile operator as spectrum charges during the years 2006-07 and 2007-08;

(b) whether the Government has made any projection for the year 2008-09 in regard to spectrum fee;

(c) if so, the details thereof;

(d) whether the Government proposes to enhance spectrum charges;

(e) if so, the details thereof; and

(f) the steps take being taken to pass on the benefits of revenue collection from spectrum fee to the subscribers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) The total amounts of revenue collected by the Govt. from Mobile operators as spectrum charges during 2006-07 and 2007-08 are as under:

Year	Amount (Rs. in Crores)
2006-07	1957
2007-08 (Upto 31.01.08)	2845

(b) and (c) As per the budget estimates framed by the Department of Telecommunications, the amount of

spectrum fee/charges likely to be collected during 2008-09 are as follows:

Service	Amount (Rs. in Crores)
GSM Service	2200
CDMA Service	450
Commercial-VSAT Service	6
Others	150
Total	2806

(d) to (f) The review of spectrum fee is undertaken from time to time, taking into account various relevant factors. The appropriate spectrum charges levied for use of scarce spectrum for mobile services are one of the tools for its optimal and efficient utilization, which benefits all mobile customers.

*[Translation]*

#### **Number of Landline and Mobile Phone Connections**

1405. SHRI MOHAN SINGH: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of landline and mobile phone connections taken by the subscribers from BSNL and MTNL in the country during the last two years, as on date;

(b) the number of telephone subscribers of these companies in the country, as on date;

(c) the annual growth rate of subscribers in percentage of these companies;

(d) the total subscribers of Private and Public Sector Telecom Companies in the country and the number of subscribers of public and private sector companies separately;

(e) whether the private sector companies are more active in attracting the customers in comparison to the public sector companies; and

(f) if so, the steps taken by the public sector companies to increase the number of subscribers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) The number of Landline,

WLL and mobile phone connections provided by BSNL and MTNL during last two years and during 2007-08 up to Jan.2008 is given below:

(In Lakh)

Sl.No.	Year	Landline	WLL	Mobile	Total
<b>BSNL</b>					
1.	2005-06	-4.36	9.44	77.16	82.24
2.	2006-07	-16.84	9.84	102.64	95.64
3.	2007-08 (upto Jan.08)	-21.31	6.81	63.20	48.70
<b>MTNL</b>					
	2005-06	3.64		11.69	15.33
	2006-07	3.91		10.62	14.53
	2007-08(upto Jan.08)	2.81		6.65	9.46

(b) The number of telephone customers of BSNL and MTNL as on 31.01.2008 is 695.94 lakhs and 68.72 lakhs respectively.

(c) The annual growth rate of subscribers in terms of percentage is 13.86 and 7.99 of BSNL and MTNL respectively as on 31.12.2007.

(d) The total subscribers of private and public sector Telecom Companies in the country and the number of subscribers of public and private sector Telecom Companies separately as on 31.1.2008 are given in the enclosed statement.

(e) and (f) Yes Sir, the growth rate of private sector is more than public sector. BSNL and MTNL has introduced many schemes at competitive rates for fixed telephones including WLL considering the need of customers and prevailing market conditions from time to time. BSNL and MTNL have taken following steps to increase the number of subscribers:

- (i) Reduction in the tariff for all basic services.
- (ii) Launch of BSNL ONE INDIA tariff scheme.
- (iii) Deduction in rental for Sulabh Plan.

(iv) Empowering CGMs of Telecom Circles to launch Circle based competitive tariffs for basic and cellular services to increase the number of subscribers.

(v) Improving the legacy PSTN Network by change of cables, drop wire etc. as required.

(vi) New tariff plans both in landline and cellular based PCOs are launched to retain PCO holders and attract new PCO franchisees.

(vii) Expansion of Mobile and Broadband network including other Value added services such as VoIP, IPTV, convergent billing etc.

#### **Statement**

##### *Details of Total Subscribers of Private and Public Sector Companies in the Country*

Sl.No.	Name of the Company	Total Phones	Shares in %
1	2	3	4
1.	BSNL	69593752	24.71
2.	MTNL	6872942	2.44
Total Phones PSUs		76466694	27.15

1	2	3	4
1.	Bharti Airtel	59627937	21.17
2.	Reliance Telecom. Ltd.	43380206	15.40
3.	Vodafone	41145413	14.61
4.	TATA Teleservices Ltd.	23229484	8.25
5.	Idea Mobile Communication	21954685	7.80
6.	Aircel	9933815	3.53
7.	Spice Communication	3942828	1.40
8.	BPL Mobile	1256534	0.45
9.	HFCL Infotel Ltd.	420263	0.15
10.	Shyam Telelink Ltd.	261776	0.09
Total phones Pvt		205152941	72.85
Total (PSUs+Pvt)		281619635	100.00

[English]

#### **Agricultural Land in Punjab**

1406. DR. RATTAN SINGH AJNALA:  
SHRI SUKHDEV SINGH DHINDSA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has conducted any survey to assess the extent of Agricultural land and net sown area in the country particularly in Punjab;

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

(c) the area of land under single crop and multi crop, separately, State-wise; and

(d) the details of proposals under consideration of the Government to make use of the un-cultivable land?

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): (a) Yes, Sir.

(b) The Department of Agriculture and Cooperation in the Ministry of Agriculture conducts Agriculture Census

quinquennially through out the country. As per Agriculture Census 2000-01, the State-wise estimated area operated and net sown area are given in the enclosed statement-I.

(c) As per Input Survey 1996-97, the estimated area of land under single crop and multi crop are given in the enclosed statement-II and III respectively.

(d) Government of India is implementing various schemes/programmes for development of degraded lands including wastelands, namely:

- National Watershed Development Project for Rainfed Areas (NWDPA),
- Soil Conservation for Enhancing the Productivity of Degraded Lands in the Catchments of River Valley Project and Flood Prone River (RVP & FPR),
- Reclamation of Alkali Soils (RAS),
- Watershed Development Project for Shifting Cultivation Areas (WDPSA),
- Drought Prone Area Programme (DPAP),
- Desert Development Programme (DDP),
- Integrated Wasteland Development Project (IWDP),
- Watershed Development Fund (WDF) and
- Externally Aided Projects (EAPs) for development of lands in the country.

#### **Statement I**

*State-wise estimated area operated and net area sown in the country as per Agriculture Census 2000-01*

Sl.No.	States/UTs	Area Operated (in Ha.)	Net Sown Area (in Ha.)
1	2	3	4
1.	Andaman and Nicobar Islands	22687	16378
2.	Andhra Pradesh	14399509	11869950
3.	Arunachal Pradesh	393638	200210
4.	Assam	3113578	3008846

1	2	3	4
5.	Bihar <sup>6</sup>	6747390	—
6.	Chandigarh	1794	1493
7.	Chhattisgarh	5223022	5156988
8.	Dadra and Nagar Haveli	20706	19568
9.	Daman and Diu	3708	3248
10.	Delhi	43126	39137
11.	Goa	53925	51652
12.	Gujarat	9676682	9586397
13.	Haryana	3549883	3486818
14.	Himachal Pradesh	978756	594094
15.	Jammu & Kashmir	962412	819417
16.	Karnataka	12307400	11056220
17.	Kerala	1569488	1311459
18.	Lakshadweep	2803	2665
19.	Madhya Pradesh	16371706	14492896
20.	Maharashtra	20061543	17696082
21.	Manipur	172085	167545
22.	Meghalaya <sup>#</sup>	277836	—
23.	Mizoram	93298	93278
24.	Nagaland	1047255	280677
25.	Orissa	5081033	4842204
26.	Pondicherry	26438	22367
27.	Punjab	4022258	3999306
28.	Rajasthan	21250932	15762625
29.	Sikkim	104493	78285
30.	Tamil Nadu	6971516	4801107
31.	Tripura	269984	234024
32.	Uttar Pradesh	17983346	16907355

1	2	3	4
33.	Uttaranchal	843452	728491
34.	West Bengal	5546576	5309539
All India		159394258	132840321

Note: 1. Agriculture Census 2000-01 was not conducted in the States of Bihar, Jharkhand and Meghalaya.

2. <sup>#</sup>The area operated only was estimated for Bihar and Meghalaya.

### Statement II

*State-wise Estimated Area of Land Under Single Crop in the Country as per Input Survey 1996-97*

Sl.No.	States/UTs	Area Under Single Crop (in Ha.)
1	2	3
1.	Andaman and Nicobar Islands	18699
2.	Andhra Pradesh	9701148
3.	Arunachal Pradesh	192625
4.	Assam	2161786
5.	Chandigarh	390
6.	Dadra and Nagar Haveli	21348
7.	Daman and Diu	1889
8.	Delhi	100
9.	Goa	48349
10.	Gujarat	7803849
11.	Haryana	578035
12.	Himachal Pradesh	190041
13.	Jammu and Kashmir	392768
14.	Karnataka	10097593
15.	Kerala	1213920
16.	Madhya Pradesh	14964416
17.	Manipur	135855
18.	Mizoram	81599



1	2	3
19.	Nagaland	419720
20.	Orissa	3988916
21.	Pondicherry	8667
22.	Punjab	45190
23.	Rajasthan	13555013
24.	Sikkim	53103
25.	Tamilnadu	4777200
26.	Tripura	108577
27.	Uttar Pradesh	7861105
28.	West Bengal	2358989
All India		80780890

**Note:** Input Survey 1996-97 was not conducted in the States/UTs of Bihar, Lakshadweep, Maharashtra and Meghalaya.

### **Statement III**

*State-wise Estimated Area of Land Under Multi Crop in the Country as per Input Survey 1996-97*

Sl.No.	States/UTs	Area Under Multi Crop (In Ha.)
1	2	3
1.	Andaman & Nicobar Islands	1719
2.	Andhra Pradesh	2176352
3.	Arunachal Pradesh	1019
4.	Assam	927383
5.	Chandigarh	1467
6.	Dadra and Nagar Haveli	436
7.	Daman and Diu	0
8.	Delhi	46464
9.	Goa	3452
10.	Gujarat	1381730
11.	Haryana	3005704

1	2	3
12.	Himachal Pradesh	381213
13.	Jammu & Kashmir	332958
14.	Karnataka	1251835
15.	Kerala	184086
16.	Madhya Pradesh	5159966
17.	Manipur	30465
18.	Mizoram	0
19.	Nagaland	43946
20.	Orissa	791784
21.	Pondicherry	14944
22.	Punjab	4000099
23.	Rajasthan	3299741
24.	Sikkim	5829
25.	Tamilnadu	775478
26.	Tripura	54842
27.	Uttar Pradesh	8959111
28.	West Bengal	2837767
All India		35669890

**Note:** Input Survey 1996-97 was not conducted in the States/UTs of Bihar, Lakshadweep, Maharashtra and Meghalaya.

### **Vacant Posts in Consumer Courts**

1407. SHRI P. MOHAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether a large number of posts are laying vacant in the State and District Consumer Fora;

(b) if so, the details thereof as on date and remedial action taken in this regard indicating the number of fora rendered nonfunctional as a result thereof, State-wise;

(c) the action taken by the Government for making it obligatory for States to constitute the State and District Consumer Fora;

(d) if so, the details thereof and action taken thereon;

(e) whether some officers at State and District level are proposed to be empowered to constitute the Fora; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): (a) and (b) At present there are 35 State Commissions and 613 District Fora established in the country which are required to be manned by one President and two Members each. According to report received from National Commission at present there are 6 posts of Presidents and 11 posts of Members vacant in the State Commissions and 93 posts of Presidents and 264 posts of Members vacant in the District Fora. In spite of this, all State Commissions are functional and only 50 District Fora are non-functional at present. State-wise details of vacancy position and non-functionality of Consumer Fora as informed by the National Consumer Disputes Redressal Commission are given in the enclosed statement-I and II respectively, it is stated that the responsibility of establishing the State Commissions and District Fora and ensuring their uninterrupted functioning is that of the State Governments/UT Administrations. However, the Central Government has been impressing upon the States/UTs to take the following measures,

among others, to ensure that the Consumer Fora remain functional:-

(i) Take advance action in filling up of vacant posts.

(ii) Maintain panel of candidates for filling up of the vacant posts.

(iii) Clubbing of neighbouring District Fora, wherever required.

Further, the Consumer Protection Act, 1986 has been amended to provide for the senior most Member of the State Commission and the District Forum to preside over the Forum in the absence of the President, due to any reason.

(c) and (d) Section 9 of the Consumer Protection Act, 1986 makes it obligatory for the State Government/ Union Territory Administration to establish a State Commission in each State and a District Forum in each District of the State/UT. Wherever deemed necessary, the State Governments/Union Territory Administrations are empowered to establish more than one District Forum in a district. The details of State Commissions and District Fora established by the States/UTs are indicated at Annexure-II.

(e) No Sir.

(f) In view of (e) above, the Question does not arise.

#### **Statement I**

##### *Information Regarding Vacancy Position in the State Commissions and District Fora*

Sl.No.	States	State Commission		District Forum	
		President	Member	President	Member
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	10	10
2.	Andaman and Nicobar Islands	0	0	0	0
3.	Arunachal Pradesh	0	0	0	12
4.	Assam	1	0	0	0
5.	Bihar	0	0	25	36

1	2	3	4	5	6
6.	Chandigarh	0	0	0	0
7.	Chhattisgarh	1	0	2	2
8.	Daman and Diu	0	0	0	0
9.	Dadra and Nagar Haveli	0	0	0	0
10.	Delhi	0	0	1	1
11.	Goa	0	0	0	0
12.	Gujarat	0	3	5	15
13.	Haryana	0	3	4	10
14.	Himachal Pradesh	0	0	0	6
15.	Jammu and Kashmir	0	0	0	1
16.	Jharkhand	0	0	1	0
17.	Karnataka	0	0	3	6
18.	Kerala	0	0	6	16
19.	Lakshadweep	1	1	0	0
20.	Madhya Pradesh	0	0	0	27
21.	Maharashtra	0	0	1	12
22.	Manipur	0	1	0	1
23.	Meghalaya	0	1	0	6
24.	Mizoram	0	0	0	0
25.	Nagaland	0	0	0	0
26.	Orissa	1	0	2	2
27.	Puducherry	1	1	0	0
28.	Punjab	0	0	4	9
29.	Rajasthan	0	0	2	25
30.	Sikkim	0	0	0	0
31.	Tamil Nadu	0	1	9	8
32.	Tripura	0	0	0	0
33.	Uttar Pradesh	0	0	13	42
34.	Uttarakhand	0	1	2	16
35.	West Bengal	1	0	3	1
TOTAL		6	11	93	264

**Statement II***Information Regarding Functional/Non-Functional (State Commissions/District Forums)*

Sl. No.	States	No. of State Commissions established	Whether SC Functional or Nonfunctional	No. of District Fora established	Functional	Non-functional
1	2	3	4	5	6	7
1.	Andhra Pradesh	1	Yes	29	29	0
2.	Andaman and Nicobar Islands	1	Yes	1	1	0
3.	Arunachal Pradesh	1	Yes	16	15	1
4.	Assam	1	Yes	23	23	0
5.	Bihar	1	Yes	38	20	18
6.	Chandigarh	1	Yes	2	2	0
7.	Chhattisgarh	1	Yes	16	15	1
8.	Daman and Diu	1	Yes	2	2	0
9.	Dadra and Nagar Haveli	1	Yes	1	1	0
10.	Delhi	1	Yes	10	10	0
11.	Goa	1	Yes	2	2	0
12.	Gujarat	1	Yes	26	26	0
13.	Haryana	1	Yes	19	19	0
14.	Himachal Pradesh	1	Yes	12	12	0
15.	Jammu and Kashmir	1	Yes	2	2	0
16.	Jharkhand	1	Yes	22	22	0
17.	Karnataka	1	Yes	30	30	0
18.	Kerala	1	Yes	14	13	1
19.	Lakshadweep	1	Yes	1	1	0
20.	Madhya Pradesh	1	Yes	45	45	0
21.	Maharashtra	1	Yes	39	39	0
22.	Manipur	1	Yes	9	9	0
23.	Meghalaya	1	Yes	7	7	0
24.	Mizoram	1	Yes	8	8	0
25.	Nagaland	1	Yes	11	8	3

1	2	3	4	5	6	7
26.	Orissa	1	Yes	31	31	0
27.	Pondicherry	1	Yes	1	1	0
28.	Punjab	1	Yes	17	17	0
29.	Rajasthan	1	Yes	33	30	3
30.	Sikkim	1	Yes	4	4	0
31.	Tamil Nadu	1	Yes	30	24	6
32.	Tripura	1	Yes	4	4	0
33.	Uttar Pradesh	1	Yes	74	62	12
34.	Uttaranchal	1	Yes	13	8	5
35.	West Bengal	1	Yes	21	21	0
TOTAL		35	35	613	563	50

#### **Use of Information Technology in Textile Sector**

1408. SHRI M. SREENIVASULU REDDY: Will the Minister of TEXTILES be pleased to state:

(a) the manner and extent to which the Information Technology (IT) revolution is likely to assist the textile sector to meet the challenge in international market; and

(b) the steps taken by the Government for sufficient use of IT in textile sector?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a): The Information Technology (IT) revolution is already providing an integrated interface for collection and dissemination of information to trade and industry, which includes monitoring prices of textiles items, production of Yarn/Cloth alongwith databases of Man Made Fibre, Jute, Silk, and the Export and Import of textile items. Information Technology helps the textile sector in design development, fashion designing, cost reduction, process control, etc.

(b) The National Informatics Centre (NIC), Department of Information Technology, Ministry of Communications and Information Technology provide full-fledged technical support to the Ministry of Textiles in the development and maintenance of the Information Communication Technology (ICT) infrastructure and network services for

the efficient delivery of various services to Textiles sector. Attached and Subordinate offices under the Ministry of Textiles have also upgraded their ICT infrastructure as per the requirement with a sophisticated Local Area Network (LAN). These offices enhanced their respective websites to become more user-friendly. All Field Offices are equipped with Internet and Email facility.

#### **Concession in call Rates**

1409. SHRI L. RAJAGOPAL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the soldiers guarding our borders in Kargil, Leh, etc., have to pay full amount when they make STD calls to their families elsewhere;

(b) if so, the details thereof;

(c) whether the Government has any proposal to give concessions to Army Jawans who made STD calls to their families; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) No, Sir. Concessional

tariff @ 1/4th of the normal tariff for STD calls have already been extended to the soldiers posted at Kargil and Leh border areas.

(c) and (d) Do not arise in view of (a) & (b) above.

#### **Specialised Industrial Training to Rural Youth**

1410. SHRI FRANCIS FANTHOM: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is considering to provide specialized industrial training to rural youth to equip them for jobs in the Special Economic Zones (SEZs) in industries being established in rural areas;

(b) if so, the details thereof;

(c) whether the Government proposes to set up training institutes in rural areas for this purpose;

(d) if so, the details thereof alongwith the time by which such institutes are likely to be set up and operationalised, State-wise;

(e) whether the Government has identified or appointed any nodal agency to prepare the academic content and training programme for this purpose; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) to (d) Government has recently announced to set up a National Skill Development Mission under which 1500 more IITs and 50,000 Skill Development Centres are proposed to be opened in Public Private Partnership mode to train about 10 million persons per annum.

(e) and (f) National Council for Vocational Training has formed a Sub Committee dealing with courses to consider inclusion of new trades under Craftsmen Training Scheme. A similar body has been recommended for apprenticeship training scheme by Central Apprenticeship Council. The members of Sub-Committee include Officers from Ministries, State Government, Industry association, Industry, Experts from relevant field.

#### **Defence Pact with Malaysia**

1411. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether an agreement to strengthen the defence ties with Malaysia has been signed; and

(b) if so, the details thereof alongwith the terms of the agreement and understanding, reached?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Yes, Sir. A Memorandum of Understanding (MoU) for defence cooperation was signed with Malaysia in February 1993. The MOU inter-alia provides for widening the scope of bilateral cooperation to include joint ventures, joint development projects, procurement, logistic and maintenance support. Malaysia-India Defence Cooperation Committee (MIDCOM) has been established under this MoU to monitor, manage and implement the provisions of the MOU.

*[Translation]*

#### **Sugarcane Production**

1412. SHRI HARIKEWAL PRASAD:  
DR. DHIRENDRA AGARWAL:  
SHRI ANANTH KUMAR:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether any scheme for increasing production and quality improvement of sugarcane is being implemented;

(b) if so, the details thereof alongwith the funds allocated under the said scheme during the last three years, State-wise;

(c) whether sugarcane farmers across the country are facing problems; and

(d) if so, the details thereof and action taken thereon?

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): (a) to (d) Yes, Sir. To increase the production and improvement of quality of sugarcane, a Centrally Sponsored Scheme of Sustainable Development of Sugarcane Based Cropping System (SUBACS) under Macro Management Mode of Agriculture is under implementation in different States. The Scheme provides assistance for field demonstrations, training of farmers

and extension workers, farm implements/machinery, heat treatment plant, production of planting material and drip irrigation. The state-wise funds allocated under the scheme during last three years are enclosed as statement.

The Ministry of Consumers Affairs, Food and Public Distribution have taken various steps/measures to provide relief to sugar mills and sugarcane farmers. The important steps/measures taken are as under:-

- (i) The Government has created a buffer stock of 50 lac tons in 2006-07 sugar season, which would involve an annual subsidy amount of Rs. 880 crores (approx) to be borne from the Sugar Development Fund. The banks provide additional credit on creation of buffer stock. The buffer subsidy amount and the additional credit are to be used for payment of cane price including cane price arrears as a first priority.
- (ii) Export assistance is provided on internal transport, marketing and handling charges and ocean freight @ Rs. 13507- per ton for sugar factories located in coastal areas and Rs. 1450/- per ton for sugar factories located in non-coastal areas for a period one year with effect from 10th April, 2007. This assistance

provided shall also be used for payment of cane price arrears of fanners, as a first priority.

- (iii) A special Scheme has been notified for extending financial assistance to sugar mills from the banks where full interest subvention (limited to 12%) will be provided to all banks for the total duration of the loan. This will help the mills towards payment of cane price including cane price arrears.
- (iv) Making 5% blending of ethanol with petrol mandatory across the country, except in Jammu and Kashmir, North Eastern States and Island Territories and to make 10% blending optional from October, 2007 and mandatory from October, 2008, excepting in the areas mentioned above;
- (v) Reduction of customs duty from 7.5% to 5% on "denatured alcohol" and from 10% to 5% on molasses and to implement the same only when mandatory ethanol blending at 5% level is operationalized in the country;
- (vi) Permitting sugar factories to produce ethanol directly from sugarcane juice to augment availability of ethanol and reduce over supply of sugar.

#### **Statement**

*State-wise Financial Allocation for Sustainable Development of Sugarcane Based Cropping System (SUBACS) under Macro Management Mode of Agriculture during 2005-06 to 2007-08*

(Rs in Lakhs)

State	2005-2006	2006-2007	2007-2008
1	2	3	4
Andhra Pradesh	30.00	21.63	—
Arunachal Pradesh	—	6.00	18.00
Assam	—	1.60	13.85
Bihar	259.60	100.00	204.00
Chhattisgarh	77.75	80.00	98.00
Goa	2.18	4.85	25.65
Gujarat	110.48	—	105.50

1	2	3	4
Haryana	126.00	207.05	226.21
Jharkhand	—	5.25	—
Karnataka	50.00	100.00	—
Madhya Pradesh	50.00	48.75	57.07
Maharashtra	548.00	812.81	1300.25
Manipur	—	125.00	87.50
Mizoram	—	20.00	16.40
Nagaland	—	44.00	60.00
Orissa	10.50	44.99	23.50
Punjab	—	110.70	110.70
Rajasthan	8.50	—	—
Tamil Nadu	120.07	32.31	—
Tripura	—	5.00	6.99
Uttar Pradesh	244.00	300.00	265.00
Uttarakhand	48.80	50.00	75.73
West Bengal	30.00	30.05	50.00

*[English]*

(b) and (c) Do not arise.

**Ethanol Production from Cane Juice**

1413. SHRI BASU DEB ACHARIA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has decided to permit oil companies to manufacture ethanol directly from cane juice;

(b) if so, whether the said decision is likely to lead to decline in production of sugar in the country in near future; and

(c) if so, the details thereof and the steps taken by the Government to remedy this situation?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) No, Sir.

**Ban on Child Labour**

1414. SHRI CHANDRAKANT KHAIRE:  
SHRI AJIT JOGI:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Union Government has asked the State Governments and sought support from Non-Governmental Organisations (NGOs) in enforcing the ban on employment of children especially domestic servants and labourers in eateries particularly in tribal and scheduled caste dominated areas of the country;

(b) if so, the response of the State Governments and the NGOs thereto;

(c) whether the Government has formulated any scheme/project for rehabilitation of such liberated children due to the ban on child labour;



(d) if so, the details thereof alongwith the modus operandi to be followed;

(e) the funds allocated and released by the Union Government to NGOs during each of the last three years and thereafter till date, State-wise and scheme/project-wise;

(f) the extent of success achieved by the NGOs during the said period, State-wise;

(g) whether the Union Government has received any complaint regarding misuse of funds by such NGOs;

(h) if so, the details thereof, State-wise, and NGO-wise; and

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

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) Yes, Sir. Government has prohibited employment of children as domestic servants and in dhabas, hotels, eateries etc. with effect from 10.10.2006. As State Governments are the appropriate authorities for implementation of the Child Labour (Prohibition and Regulation) Act, 1986 in their respective areas, the State Governments have been advised to take all appropriate measures for the effective enforcement of

this ban. In this connection, Government of India has also held consultations with the State Governments, NGOs and other stakeholders at Zonal level all over the country for creating awareness generation and for developing of State action plans for effective enforcement of the ban and rehabilitation of children withdrawn from these occupations.

(c) and (d) Government is implementing the National Child Labour Project (NCLP) Scheme in 250 districts of 20 states in the country for the rehabilitation of children withdrawn from work. Under the Scheme, children withdrawn from hazardous work are put into Special Schools, where they are provided with accelerated education, vocational training, nutrition, stipend and health care facilities etc. Most of the Special Schools under the Scheme are being run by the NGOs.

(e) and (f) Under NCLP Scheme, funds are not directly released to NGOs but to the District Collector who is the Chairman of the District Project Society. However, Government is also implementing the Scheme of Grants-in-aid to Voluntary Organisations in the Districts not covered under NCLP Scheme. Details of Grants released to NGOs during the last three years under the Scheme are given in the enclosed statement.

(g) to (i) Complaints, if any, received in the ministry are forwarded to the respective State Governments for taking necessary action.

### **Statement**

#### *Expenditure of last three years under G.I.A to Voluntary Organisations*

Sl.No.	Name of the State	2004-05	2005-06	2006-07	2007-08 (till 29.02.08)
1	2	3	4	5	6
1.	Assam	365906	457650	457650	114412
2.	Bihar	246285	0	0	0
3.	Chhattisgarh	457588	114412	0	112969
4.	Haryana	170100	0	0	0
5.	Jharkhand	457650	0	0	558985
6.	Jammu and Kashmir	1144267	0	343238	0
7.	Madhya Pradesh	1317491	216112	228825	1902114
8.	Maharashtra	1667377	2280342	910766	0

1	2	3	4	5	6
9.	Manipur	559350	2371658	1868737	1634400
10.	Nagaland	0	291669	686475	0
11.	Delhi	101742	1774050	604710	0
12.	Orissa	2618650	3300986	2054928	2784576
13.	Rajasthan	3252446	968284	1725265	1548391
14.	Tripura	68456	0	228825	0
15.	Tamil Nadu	116841	0	0	0
16.	Uttar Pradesh	3640640	2950538	1901257	1007370
17.	West Bengal	1803889	654477	819037	304210

[*Translation*]**Kisan Credit Cards**

1415. PROF. VIJAY KUMAR MALHOTRA:  
SHRI RAM KRIPAL YADAV:  
SHRIMATI JYOTIRMOYEE SIKDAR:  
SHRI SANTOSH GANGWAR:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the total Kisan Credit Cards issued by the Government during the last three years, state-wise and year-wise;

(b) the State-wise details of the farmers identified by the Government for issuing Kisan Credit Cards;

(c) the details of the target set by the Government to issue Kisan Credit Cards during current financial year;

(d) whether the criteria for issuing credit cards have been revised recently; and

(e) if so, the details thereof?

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): (a) and (b) Farmers are identified by the Banks for issuing Kisan Credit Cards (KCC). State-wise and year-wise details of KCC issued during the last three years are given in the enclosed statement.

(c) to (e) No specific target for issue of KCC has been fixed. However, the comprehensive farm credit package announced by the Government of India in June, 2004, inter-alia, stipulates that the commercial banks and Regional Rural Banks would finance 50 lakh new farmers every year. Further, all crop loans are required to be issued through KCC mode only.

**Statement**

*Kisan Credit Card Scheme—During the Year 2004-05—Progress as on 31 March 2005*  
(*State-wise Cooperative Bank, RRBs and Commercial Banks*)

(Rs. lakh)

Sl.No.	State/UT	Cooperative Banks			Regional Rural Banks			Commercial Banks		Total	
		No.	Cards issued	Amt. Sanctioned	No.	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh**	22			16	301128	47039	1281352	236686	1582480	333725
2.	Assam	1	1375	114	5	18675	2674	63366	8878	83416	116666

1	2	3	4	5	6	7	8	9	10	11	12
3.	Arunachal Pradesh	1	225	56	1	304	31	3816	613	4345	700
4.	Bihar**	25			16	89859	23462	141922	35767	231781	59229
5.	Gujarat	18	63759	318605	9	18265	32225	127734	48205	209758	399035
6.	Goa\$	1	177	54				1954	791	2131	845
7.	Haryana	19	28143	104742	4	47999	38949	82294	76488	158441	220179
8.	Himachal Pradesh	3	5913	2825	2	7464	1517	18814	6988	32191	11330
9.	Jammu and Kashmir	4	10286	1396	3	1716	894	676	243	12678	2533
10.	Karnataka	19	41268	68690	13	141866	41880	223455	116061	406589	226631
11.	Kerala	14	130059	48602	2	53957	16185	134883	43145	318899	107932
12.	Madhya Pradesh	38	529710	120747	19	52819	42253	176919	101813	759448	264813
13.	Maharashtra	29	323558	457067	10	46048	253	221117	78741	590723	536061
14.	Meghalaya <sup>o</sup>	1	840	89	1	1043	252	9000	839	10883	1180
15.	Mizoram <sup>o</sup>	1	61	13	1	779	204	2655	507	3495	724
16.	Manipur <sup>o</sup>	1			1	155	74	5614	1010	5769	1084
17.	Nagaland <sup>o</sup>	1	578	16	1	376	17	3323	487	4277	519
18.	Orissa	17	381109	87901	9	86586	10713	134910	24358	602605	122972
19.	Punjab	19	25650	76229	5	11522	3711	115071	113106	152243	193046
20.	Rajasthan	26	592946	166276	1	67254	33039	215016	111740	875218	361055
21.	Sikkim <sup>ss</sup>	1	418	13	3			1020	193	1438	211
22.	Tamil Nadu	22	185038	52043	3	25711	4291	403892	106113	614641	152447
23.	Tripura <sup>o</sup>	1	485	77	1	4373	455	5577	813	10415	1345
24.	Uttar Pradesh	50	733177	3683	35	558907	3264	706294	240960	1998378	247887
25.	West Bengal	19	253180	47413	9	69746	13209	175168	36277	498094	96899
26.	Andaman and Nicobar Island <sup>ss</sup>	1	782	155				120	27	902	182
27.	Chandigarh <sup>ss</sup>							928	164	928	164
28.	Daman and Diu <sup>oo</sup>										
29.	New Delhi <sup>ss</sup>	1	124	68				1015	589	1139	657
30.	Dadra and Nagar Haveli <sup>oo</sup>							3	1	3	1
31.	Lakshadweep <sup>oo</sup>							75	32	75	32

1	2	3	4	5	6	7	8	9	10	11	12
32.	Pondicherry**	1	1284	212				4094	1351	5378	1563
33.	Jharkhand	9	12140	622	6	78769	7458	67563	8884	158472	16964
34.	Chhattisgarh	7	181813	1242	5	38273	8167	31858	9096	251944	18505
35.	Uttaranchal	9	51700	738	4	5433	1051	34064	14603	91197	16392
	Total	381	3555783	1559667	196	1729027	383267	4395564	1475574	9680374	3418508

Note: \*SCB functions as CFA.

\*No Cooperative Banks in these UTs.

\*No RRB in these States/UTs.

\*No. of banks implementing the Scheme.

Amount sanctioned data provisional.

\*\*Data for Co-op under reconciliation.

*Revised Statement of KCC—During the Year 2005-06 -Progress as on 31 March 2006*

(Rs. in lakhs)

Sl.No.	State/UT	Cooperative Banks			Regional Rural Banks			Commercial Banks		Total	
		No.	Cards issued	Amt. Sanctioned	No.	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh**	22	121206	41233	16	161069	59632	1063529	349595	1345804	450460
2.	Assam	1	2101	157	5	15080	2193	47782	6759	64963	9109
3.	Arunachal Pradesh	1	207	5	1	351	7	1615	133	2173	145
4.	Bihar**	25			16	62961	20878	146268	43415	209249	64293
5.	Gujarat	18	83886	288802	9	43248	63612	111400	62863	238534	415277
6.	Goa <sup>3</sup>	1	307	63				2519	3708	2826	3771
7.	Haryana	19	71967	130652	4	88259	63372	93751	110335	253997	304559
8.	Himachal Pradesh	3	9920	14345	2	5835	8136	19415	10271	35170	32752
9.	Jammu & Kashmir	4	6267	769	3	1741	1145	1048	442	9056	2356
10.	Karnataka	19	120533	351072	13	109199	283737	275305	155918	505037	790727
11.	Kerala	14	116913	38764	2	25968	9939	97189	43101	240090	91804
12.	Madhya Pradesh	38	220172	164850	19	86179	44786	191504	136436	497855	346072
13.	Maharashtra	29	478398	307226	10	29484	8226	270492	134654	778374	510106
14.	Meghalaya <sup>4</sup>	1	720	84	1	1455	188	7680	1317	9855	1589

1	2	3	4	5	6	7	8	9	10	11	12
15.	Mizoram <sup>9</sup>	1	6	1	1	52	12	3690	580	3748	593
16.	Manipur <sup>9</sup>	1	64	10	1	96	19	5885	744	6045	773
17.	Nagaland <sup>9</sup>	1			1	43	5	4278	797	4321	802
18.	Orissa	17	285047	170748	9	81856	25345	127076	24561	483979	220654
19.	Punjab	19	67280	40285	5	14584	19023	97371	137102	179235	196410
20.	Rajasthan	27	72644	115205	14	97268	59354	176588	125687	346500	300246
21.	Sikkim <sup>9*</sup>	1	767	131				959	240	1726	371
22.	Tamil Nadu	22	64795	55972	3	32144	7441	430953	126966	527892	190379
23.	Tripura <sup>9</sup>	1	489	80	1	4921	844	6066	1200	11476	2124
24.	Uttar Pradesh	50	381467	194833	36	273897	141441	677700	317394	1333064	653768
25.	West Bengal	19	306017	41244	9	1296	64	172413	37391	473726	78699
26.	A&N Island <sup>9*</sup>	1	312	61				52	85	364	146
27.	Chandigarh <sup>9*</sup>							1	2	1	2
28.	Daman & Diu <sup>9*</sup>							71	30	71	30
29.	New Delhi <sup>9*</sup>	1	111	46				547	561	658	607
30.	D&N Haveli <sup>9*</sup>							5	3	5	3
31.	Lakshadweep <sup>9*</sup>							109	45	109	45
32.	Pondicherry <sup>9*</sup>	1	1054	554				4158	1170	5222	1724
33.	Jharkhand <sup>**</sup>	9	18225	1825	6	59491	17752	48917	9623	126633	29200
34.	Chhattisgarh	7	148219	11086	5	48399	9567	41919	14972	238537	35625
35.	Uttaranchal	9	19102	3534	4	4558	1535	36296	19847	59956	24916
TOTAL		382	2598226	2033937	196	1249474	848253	4164551	1877947	8012251	4760137

Note # SCB functions as CFA.

9 No Cooperative Banks in these UTs.

\$ No. RRB in these States/UTs.

\* No. of banks implementing the Scheme.

\*\* Data for Co-op under reconciliation.

Amount sanctioned data provisional.

*Revised Statement of KCC—During the year 2006-07—Progress as on 31 March 2007*

(Amt. : Rs. in lakh)

Sl.No.	State/UT	Cooperative Banks			Regional Rural Banks			Commercial Banks		Total	
		No.	Cards issued	Amt. Sanctioned	No.	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned	Cards issued	Amt. Sanctioned
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh**	22	37650	96056	5	176531	37190	1292480	542020	1506641	675266
2.	Assam	1	837	43	2	10928	1619	31269	6602	43034	8269
3.	Arunachal Pradesh	1	0	0	1	67	5	1650	601	1717	606
4.	Bihar**	22	0	0	5	150054	55517	196906	69862	346960	125379
5.	Gujarat	18	65000	331488	3	25931	28629	158318	112621	249249	472738
6.	Goa <sup>§</sup>	1	303	370				495	327	798	697
7.	Haryana	19	4799	31929	2	30030	30718	99778	118506	134607	181153
8.	Himachal Pradesh	3	8221	436	2	5128	274	21749	13286	35098	13996
9.	Jammu and Kashmir	4	2243	419	3	1999	2601	1163	714	5405	3734
10.	Karnataka	21	75653	2579	6	83331	4552	276877	199946	435861	207077
11.	Kerala	14	185565	57166	2	31788	10547	125328	56790	342681	124503
12.	Madhya Pradesh	38	157446	72739	10	58623	37713	217362	195836	433431	306288
13.	Maharashtra	30	689742	249576	7	54592	41003	387057	186896	1131391	477476
14.	Meghalaya#	1	2724	355	1	4968	831	4769	1389	12461	2575
15.	Mizoram#	1	0	0	1	3986	1410	485	138	4471	1548
16.	Manipur#	1	12934	3303	1	0	0	2070	496	15054	3799
17.	Nagaland#	1	526	29	1	339	164	4312	901	5177	1094
18.	Orissa	17	181443	124622	6	64627	19882	131407	26895	377477	173399
19.	Punjab	19	5765	22634	3	14701	17285	131014	200125	151480	240024
20.	Rajasthan	28	97511	45611	6	34591	31273	169685	148854	301787	225738
21.	Sikkim#\$	1	149	15				978	288	1127	303
22.	Tamil Nadu	22	181082	105706	2	27390	12859	478488	177882	686940	296447
23.	Tripura#	1	294	34	1	5661	803	9642	2394	15617	3234
24.	Uttar Pradesh	51	280245	3971	16	534048	385135	753385	439305	1567678	828411
25.	West Bengal	20	38044	86843	9	42024	3117	170647	51374	250715	141334

1	2	3	4	5	6	7	8	9	10	11	12
26.	Andaman and Nicobar Island <sup>¶¶</sup>	1	247	43				424	121	671	164
27.	Chandigarh <sup>¶¶</sup>							0	0	0	0
28.	Daman & Diu <sup>¶¶</sup>							215	205	215	205
29.	New Delhi <sup>¶¶</sup>	1	272	93				1376	1535	1659	1628
30.	Dadra and Nagar Haveli <sup>¶¶</sup>							537	441	537	441
31.	Lakshadweep <sup>¶¶</sup>							101	41	101	41
32.	Pondicherry <sup>¶¶</sup>	1	891	949				8392	2334	9283	3283
33.	Jharkhand	8	161502	39389	2	1184	493	55485	13031	218171	52913
34.	Chhattisgarh	7	101609	28570	3	40562	8909	41273	20080	183444	57559
35.	Uttaranchal	10	4893	9092	2	2771	4806	32881	27827	40545	41525
36.	Other States							4	1	4	1
Total		385	2297640	1314065	102	1405874	737315	4807964	2621464	8511478	4672844

Note: # SCB functions as CFA

⊙ No Cooperative Banks in these UTs.

\$ No RRB in these States/UTs.

\* No. of banks implementing the Scheme.

\*\* Cooperative Data under reconciliation.

#### Mobile Telephone Service in Rural Areas

1416. SHRI KASHIRAM RANA:

SHRI MANSUKHBHAI D. VASAVA:

Will the minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has not provided the mobile telephone facility in the rural areas so far despite the modern and advanced technology being in place;

(b) if so, whether some officials are working at the behest of private telephone service providers and they don't want to expand mobile telephone service in order to serve the interests of these private telephone service providers;

(c) if so, whether the Government has got any survey/ investigation carried out at their level in this regard;

(d) if so, the details thereof; and

(e) if not, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Bharat Sanchar Nigam Limited (BSNL) had already covered 2,66,381 villages in the country with its mobile services and propose to cover the villages having population more than 1000 progressively in the next three years.

(b) to (e) Do not arise in view of (a) above.

[English]

#### Induction of Advanced Jet Trainer in IAF

1417. SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI ANANDRAO VITHOBA ADSUL:

SHRI RAVI PRAKASH VERMA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Hawk Advanced Jet Trainers (AJTs) have been inducted in the Indian Air Force to train the pilots;

(b) if so, the details thereof;

(c) the number of AJTs inducted so far; and

(d) the time by which the remaining AJTs are likely to be inducted?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) Government have approved induction of 66 Hawk Advanced Jet Trainer (AJT) aircraft from M/s BAE Systems of the United Kingdom. Twenty four of these aircraft will be supplied by BAE Systems in flyaway condition and the remaining 42 aircraft will be licensed manufactured in India by Hindustan Aeronautics Limited (HAL).

(c) 10 AJTs supplied by BAE Systems have been inducted so far.

(d) Out of remaining 14 AJTs in flyaway condition, 13 aircraft are expected to be inducted by July 2008 and one aircraft is expected to be delivered in December 2009. The 42 aircraft being licensed manufactured will be delivered by HAL in a staggered manner from March 2008 onwards.

[*Translation*]

#### **Penalty on Reliance Infocom**

1418. SHRI V.K. THUMMAR:  
SHRI JIVABHAI A. PATEL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Telecom Disputes Settlement and Appellate Tribunal (TDSAT) has imposed any penalty on Reliance Infocom;

(b) if so, the details thereof;

(c) whether the company has paid the said penalty; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY

(DR. SHAKEEL AHMAD): (a) and (b) M/S Reliance Infocom Ltd. (RIL) tampered the Calling Line Identification of certain incoming ISD calls and regenerated and re-routed the calls as domestic calls during 2004, thereby avoiding the payment of statutory Access Deficit Charges. Union of India issued the Show Cause Notices to M/s RIL regarding tampering of Calling Line Identification (CLI) of incoming ISD calls to evade Access Deficit Charge (ADC). Government after following the due process as per provisions of the Licence Agreements levied a penalty of Rs. 150 crores on M/s RIL (Rs. 50 crores each against the Unified Access Services Licences of Chennai, Mumbai and Kolkata service areas). M/s RIL appealed in the Telecom Dispute Settlement and Appellate Tribunal (TDSAT), however, the appeal was dismissed. M/s RIL further filed a Civil Appeal in the Hon'ble Supreme Court of India against the judgement of TDSAT and the matter is subjudice.

(c) M/s RIL paid the penalty of Rs. 150 crores in March, 2005.

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

[*English*]

#### **Removal of Access Deficit Charges**

1419. SHRI RAMESH DUBE: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Telephone Regulatory Authority of India (TRAI) has proposed to remove the existing Access Deficit Charges (ADCs) from April 1st, 2008;

(b) if so, the reasons therefor;

(c) the manner in which the Government has been using the Access Deficit Charges collected from Cellular Operators; and

(d) the reaction of the Government on the recommendations of the TRAI?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir. Telecom Regulatory Authority of India (TRAI) has issued only a consultation paper on "Access Deficit Charge (ADC)" on 21.1.2008.



(b) Does not arise in view of (a) above.

(c) As per the prevailing Interconnection Usage Charges (IUC)/ADC regime, the Government does not collect any ADC. ADC is directly paid to Bharat Sanchar Nigam Limited by the Cellular Operators.

(d) Question does not arise, as TRAI has not issued any recommendation in this regard.

#### **Subernarekha Barrage Project**

1420. SHRI PRABODH PANDA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has received any proposal from the Government of West Bengal for inclusion of Subemarekha Barrage Project in the series of National Projects;

(b) if so, the details thereof indicating the area to be covered under the project; and

(c) the time by which the Government is likely to take decision in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) No sir.

(b) and (c) Does not arise.

#### **National War Memorial**

1421. SHRI RAVI PRAKASH VERMA:  
SHRI ANANDRAO VITHOBA ADSUL:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of DEFENCE be pleased to state:

(a) whether even after 59 years of Independence, the country still does not have a National War Memorial to remember the soldiers, sailors and airmen who laid down their lives to guard an independent India;

(b) if so, the details thereof;

(c) the reasons for delay in construction of the memorial; and

(d) the measures taken by the Government to construct National War Memorial without further delay?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) to (d) A concept plan for the National War Memorial, which envisages its location at India Gate Complex, has been presented before the regulatory bodies namely, Delhi Urban Arts Commission (DUAC), the Central Vista Committee (CVC) and the Heritage Conservation Committee (HCC). Ministry of Urban Development has also been approached to assign the land around 'Chhatra' in the India Gate Complex to Ministry of Defence for proceeding in the matter.

#### **Support Price for Raw Coconut**

1422. SHRI N.N. KRISHNADAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has decided to fix support price for raw coconut;

(b) if so, the details thereof;

(c) whether the Government has given any instructions to National Agricultural Cooperative Marketing Federation (NAFED) for the procurement of raw coconut; and

(d) if so, the details thereof?

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): (a) to (d) The Government decided to fix Minimum Support Price (MSP) for mature de-husked coconut, keeping in view the MSP for Copra fixed annually and in consultation with the State Governments, National Agricultural Cooperative Marketing Federation Ltd. (NAFED) and others concerned.

The Government has announced the MSP for Copra for 2008 season in January 2008 and has taken up the job of deciding the MSP for mature de-husked coconut as also the procedure for procuring it.

*[Translation]*

#### **Cheating by PCO Owners**

1423. DR. DHIRENDRA AGARWAL:  
SHRI GIRIDHARI YADAV:  
SHRIMATI BHAVANA PUNDALIKRAO  
GAWALI:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government is aware of the cheating with the subscribers by way of tempering the time of calls by the owners of legal PCO booth;

(b) if so, the details thereof despite of the rules in this regard;

(c) the provisions made by the Government in this regard;

(d) the number of such incidents took place in the country especially in Delhi during the last three years, as on date; and

(e) the action taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) Sir, few cases of cheating of consumers by STD/ISD/PCO operators have been reported. The details are available at (d) below.

(c) Broadly, the following mechanism is in place in BSNL/MTNL to prevent misuse of PCOs by the owner of PCO:-

- (i) Periodical surprise checks are carried out by field staff of BSNL/MTNL to check any kind of misuse including cheating with the PCO machine installed by the PCO owners.
- (ii) Only Type Approved instrument is allowed to be used by the PCO operator.
- (iii) Periodical surprise checks of the PCO owners are also carried out by the Vigilance Cells of BSNL/MTNL to ensure that the guidelines of provision of PCOs are followed scrupulously by them.

(d) The 1171 incidents in the country and no incidents in Delhi has been reported in last three years i.e. during 2005-06, 2006-07 and 2007-08 (till 31-01-2008).

(e) The Licenses/Agreement of 7 PCO operators in the country has been cancelled. The warning has been issued to the 1164 PCO operators in the country.

[English]

#### **Area under Foodgrain**

1424. SHRIMATI MANEKA GANDHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether according to the Reserve Bank of India (RBI)—Handbook of statistics, the area under foodgrain has declined;

(b) if so, the details thereof and action taken thereon;

(c) whether the Government proposes to increase the production of cereals and coarse grains in view of sharp decline in area under such crops; and

(d) if so, the details thereof?

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): (a) No, Sir. As per the latest edition of Reserve Bank of India "Handbook of Statistics on the Indian Economy, 2006-07", the area under foodgrains during 2006-07 (Advance Estimates as on April 4, 2007) is 124.07 million hectares which is higher than the area under foodgrains during 2004-05 and 2005-06.

(b) Does not arise.

(c) and (d) To increase the production of rice, wheat and coarse cereals in the country, the Integrated Cereals Development Programmes (ICDP) in rice, wheat and coarse cereals based cropping systems have been under implementation since October 2000. In order to further increase the production of rice and wheat, the Government has launched National Food Security Mission (NFSM) from Rabi 2007-08. The NFSM aims at increasing the production of rice by 10 million tonnes and wheat by 8 million tonnes in the targeted districts of the country by the end of the 11th Plan i.e. 2011-2012.

#### **Complaints Regarding Issue of Broadband Connections**

1425. SHRI HEMMAL MURMU:  
SHRI ANANTH KUMAR:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of applications have been received by the Bharat Sanchar Nigam Limited (BSNL)/Mahanagar Telephone Nigam Limited (MTNL) regarding provision of Broadband connection during each of the last three years and current year, as on date;

(b) the number of Broadband connections have been released/installed by BSNL and MTNL during the last three years and current year, as on date;

(c) the amount incurred by the BSNL/MTNL for advertisement of Broadband service during the last three years and current year, as on date;

(d) whether the Government has received any complaint regarding provision of Broadband connection; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) The total number of applications received by BSNL and MTNL are 1778847 (upto 04.03.08) and 718710 (upto 31.1.08) respectively. The details of number of broadband connections released/installed by BSNL and MTNL during the last three years and for 2007-08 up to 31.01.2008 are as under:

Year	BSNL	MTNL
2004-05	33907	20624
2005-06	586374	204029
2006-07	976160	248232
2007-09 (up to 31.01.2008)	1677927	116903

(c) The amount incurred by BSNL and MTNL on advertisement of broadband services during the last three years (2004 to 2007) and for the period 2007-08 (till date) are as under:

Year	BSNL	MTNL
2004-07	368.49 crores	15.71 crores
2007-08 (till date)	87.13 crores	3.06 crores

(d) and (e) Complaints were received regarding provisioning of broadband connections in few locations. However, monitoring of new broadband connections has been strengthened.

[Translation]

#### **Extension of Small Post Offices**

1426. SHRIMATI BHAVANA PUNDALIKRAO GAWALI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to extend the small post offices in rural areas of the country and employ more staff therein;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) The Government has not taken any general policy decision to extend the small Post Offices in rural areas of the country and employ more staff in these offices. However, small Post Offices called Extra Departmental Branch Post Offices/Extra Departmental Sub Post Offices (EDBOs/EDSOs) are upgraded into Departmental Sub Offices (DSOs) on a case-to-case basis subject to fulfillment of prescribed norms, availability of resources and manpower. The upgradation is done by redeployment of staff.

(b) The prescribed norms for upgradation of Branch Post Offices is that the minimum workload of the Extra Departmental Branch Post Office, proposed to be upgraded, should be five hours per day. The permissible limit of annual loss in upgraded Departmental Sub Offices is Rs. 2400/- in normal rural areas, and Rs. 4800/- in tribal and hilly rural areas. The manpower requirement of upgraded post offices is met by redeployment of staff from amongst the existing staff strength.

(c) Does not arise in view of (a) and (b) above.

#### **Renting out of Building By MTNL**

1427. SHRI RASHEED MASOOD: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the MTNL, Delhi has rented out its buildings to other companies;

(b) if so, the details thereof alongwith the number of such buildings and the amount being paid as rent; and

(c) the number of plots lying with MTNL, Delhi on which buildings have not been constructed so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) Yes, Sir. MTNL Delhi has rented out buildings as per details below:

Location	Rented to	Let out area in Sq. ft.	Amount of rent paid
G-101, Local Shopping Centre, Sarita Vihar, New Delhi	Union Bank of India	1456	Rs. 1,45,600/-
Mahanagar Door Sanchar Bhawan, Jawahar Lal Nehru Marg, Delhi.	Telecom Regulatory Authority of India	45060	Rs. 57,00,090/-

(c) There are 37 plots rented with MTNL, Delhi where permanent buildings have not yet been constructed. However, such plots are being used to house exchanges in temporary structure or Base Transceiver Stations (BTS) etc.

#### **Loss of Agricultural Land for Real Estate**

1428. SHRI M. APPADURAI:  
SHRI GANESH SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether agricultural land in many parts of the country is being acquired for real estate business and for industrial purposes thereby causing loss to the Agriculture Sector; and

(b) if so, the details thereof and action taken thereon?

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): (a) and (b) As per the Seventh Schedule of the Constitution of India, land is a state subject; therefore, each State acquires land for various purposes which is governed by their respective policies and priorities including acquisition of land for SEZs or for real estate development by Government agencies.

As per available estimates, total cultivable land was 185.09 million ha. in 1980-81 which has reduced to 182.57 million ha. in 2005-06 in the country. During the same period, land under non agricultural uses has increased from 19.66 million ha. to 24.94 million ha., resulting in marginal decline in the extent of cultivable land. This reduction in cultivable land is mainly due to diversion of agricultural land for non-agricultural purposes such as

urbanization, roads, industries etc. Since inception of the SEZ Act, 2005 and the SEZ Rules, 2006, formal approval has been granted for setting up of 405 SEZs, which involves about 52,922 ha. of land, out of which 21,626 ha. of land was already in possession with State Industrial Development Corporations/different State Governments.

With a view to minimize the loss to the Agricultural Sector, the State Governments have been advised that in case of land acquisition for SEZ, priority be given to waste and barren land and if necessary, single crop agricultural land could be acquired for the SEZs. If perforce a portion of double cropped agricultural land has to be acquired to meet the minimum area requirements, especially for multi-product SEZs, the same should not exceed 10% of the total land required for the SEZ.

In pursuance of the decisions taken by Empowered Group of Ministers (EGOM), the State Governments have also been informed on 15th June, 2007 that the Board of Approval will not approve any SEZs where the State Governments have carried out or propose to carry out compulsory acquisition of land for such SEZs after 5th April, 2007.

#### **Delay In Commissioning of Towers**

1429. SHRI BADIGA RAMAKRISHNA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether nearly 900 towers of Bharat Sanchar Nigam Limited which can provide mobile connections to 10 lakh subscribers are lying idle even after their erection for the last one year in Andhra Pradesh;

(b) if so, the reasons for delay in commissioning the towers, and

(c) the time by which it is likely to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Sir, as on date 421 towers of BSNL are ready in the state of Andhra Pradesh.

(b) The reasons for delay in commissioning of towers are:

- (i) The equipment procurement efforts for BSNL's new mobile expansion project received a setback with one of the bidders approaching the Hon'ble High Court against the decision of BSNL rejecting their bid.
- (ii) None of the successful vendors of the new mobile expansion project accepted the Purchase Order for South Zone, which includes Andhra Pradesh also.

(c) The tender for the South Zone is being invited. Accordingly, the towers are expected to be commissioned in the year 2008-09.

#### **Disturbance in Cable Network**

1430. SHRI BALASHOWRY VALLABHANENI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether a breakdown in an international under sea cable network disrupted Internet Links in the country;

(b) if so, the details thereof; and

(c) the steps taken/being taken to restore the Internet and to prevent such disruption in future?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) One international under-sea cable system near Malaysia and two international under-sea cable systems near Egypt broke down in the month of January, 2008.

(c) All three international under-sea cable systems were repaired and Internet services restored to normal. Considering the techno-commercial viability, various service providers plan for restoration capacity on various under-sea cables to meet such exigencies.

*[Translation]*

#### **Cold Storages**

1431. SHRI MAHAVIR BHAGORA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the number of the cold storages is much less in the country than the required over due to which the agriculture produces are getting spoiled;

(b) if so, the time by which new cold storages are likely to be set up;

(c) whether the Government has received proposals from the States for the construction of cold storages; and

(d) if so, the details thereof?

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): (a) and (b) No, Sir. Keeping in pace with the required demand, the total number of cold storage facilities for perishables has increased from 4541 (December 2003) to 5101 (December 2006) which has helped in reduction of spoilage of agriculture produces.

(c) and (d) The Government has received proposals from the States for construction of cold storages under two schemes viz.

(i) "Capital Investment Subsidy Scheme for Construction/Expansion/Modernization of Cold Storages and Storages for Horticulture Produce" of National Horticulture Board.

(ii) "Centrally Sponsored Scheme on National Horticulture Mission" for Construction of Cold Storage units under Post harvest Management programme of Ministry of Agriculture.

The details of proposals sanctioned during 2007-08 (upto December, 2007) are given in the enclosed statement.

**Statement***Details of New Cold Storage Proposals Sanctioned during 2007-08 (upto December, 2007)*

Sl.No.	Name of the State	National Horticulture Mission		National Horticulture Board		Total	
		Physical	Financial	Physical	Financial	Physical	Financial
1.	Andhra Pradesh	2	100.00	2	93.85	4	193.85
2.	Bihar	0	0	10	401.96	10	401.96
3.	Gujarat	1	42.50	17	339.21	18	381.71
4.	Haryana	1	1.08	0	0	1	1.08
5.	Jharkhand	0	0	8	368.61	8	368.61
6.	Kerala	2	67.6	0	0	2	67.6
7.	Karnataka	2	58.00	8	385.59	10	443.59
8.	Maharashtra	2	33.75	10	83.05	12	116.80
9.	Orissa	0	0	4	141.31	4	141.31
10.	Punjab	0	0	13	343.46	13	343.46
11.	Rajasthan	3	117.50	0	0	3	117.50
12.	Uttar Pradesh	2	54.00	32	1375.93	34	1429.93
13.	West Bengal	25	857.00	0	0	25	857.00
14.	Himachal Pradesh	0	0	3	1600.00	3	1600.00
15.	Uttaranchal	0	0	1	2.67	1	2.67
Total		40	1331.43	108	5135.64	148	6467.07

**Sale of Air Tickets in Post Offices**

1432. SHRI PANKAJ CHOWDHARY: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has launched the sale of air tickets in various post offices in Karnataka with the cooperation of aviation companies;

(b) if so, the details thereof;

(c) whether the Government proposes to make air tickets available in the post offices of other States of the country as well; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir. The Department is selling the air tickets of Deccan Aviation limited in Karnataka Postal Circle.

(b) The scheme of selling air tickets of Deccan Aviation Limited through 511 e-enabled post offices in Karnataka Postal Circle has been started with effect from 2nd July, 2007. This is a pilot project which has been implemented in select post offices of Karnataka Circle.

(c) and (d) A proposal to make air tickets of Deccan Aviation Limited available through post offices is under processing in Tamilnadu Postal Circle.

*[English]*

**Collision of Indian Navy Submarine with a  
Merchant Ship**

1433. SHRIMATI JAYAPRADA:  
SHRI RAGHUNATH JHA:

Will the Minister of DEFENCE be pleased to state:

(a) whether an Indian Navy submarine INS Sindhughosh failed to detect a ship and collided with it in the Arabian Sea on January 7, 2008;

(b) whether the Government has ascertained the reasons for failure of the submarine to detect the ship;

(c) if so, the details thereof; and

(d) the steps taken to strengthen the submarine force of Indian Navy?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) On the 7th January, 2008, the Indian Navy submarine, INS Sindhughosh, collided with a merchant ship in the Arabian Sea. A Board of Enquiry has been constituted by the Indian Navy to investigate into the circumstances leading to the collision.

Strengthening of submarine force is an ongoing process.

**Saline Variety of Paddy and Mustard**

1434. SHRI CHENGARA SURENDRAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is aware of the discovery of saline resistant variety of paddy and mustard by the scientists of Bose Institute, Kolkata; and

(b) if so, the details thereof and steps taken to promote the use of this variety in the coastal areas?

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): (a) and (b) No variety of paddy or mustard developed from Bose Institute, Kolkata has been tested under All India Coordinated Research Project trials of paddy or mustard. Similarly, no varieties in these crops developed from the

above institute are tested under limited field trials under the contained facilities. However, a gene coding for salt tolerant L-myo-inositol 1-phosphate synthase has been isolated by the scientists of Bose Institute from the salt tolerant wild rice (*Porteresia coarctata*) and the said gene has been introduced in rice and mustard plants allowing these plants to grow in salt medium under laboratory conditions.

**Development of Bee Colonies**

1435. SHRI RAVICHANDRAN SIPPAPARAI: Will the minister of AGRICULTURE be pleased to state:

(a) whether the Government is providing any Central assistance to the States for the development of bee colonies in the States to enhance honey production;

(b) if so, the details of the assistance provided to the States during the last three years, State-wise alongwith the success achieved therein;

(c) whether any reports of increase in honey production has received during the last three years, State-wise; and

(d) if so, the details thereof alongwith the steps taken to provide incentive to farmers for production of honey?

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): (a) and (b) Under the Centrally Sponsored Scheme namely "Technology Mission for Integrated Development of Horticulture in North Eastern States, Sikkim, Jammu and Kashmir, Himachal Pradesh and Uttaranchal" and "National Horticulture Mission" of Ministry of Agriculture, Government of India, assistance is being provided to the States, based on action plans for development of bee colonies which help in enhancing productivity of various crops. Besides, an amount of Rs. 71.13 lakh has been released to National Bee Board (NBB), a registered Society, for undertaking various programmes involved in promotion of beekeeping in the country. The details of assistance provided to the States during the last three years, State-wise are given in the enclosed statement-I and II.

(c) and (d) Financial assistance @ 50% of the cost subject to Rs. 800/ colony with bee-hive is being provided to the farmers under the said Centrally Sponsored

Schemes namely "Technology Mission for Integrated Development of Horticulture in North Eastern States, Sikkim, Jammu and Kashmir, Himachal Pradesh and Uttaranchal" and "National Horticulture Mission" for development of bee colonies. In addition, National Bee Board has undertaken various awareness programmes for promotion of Bee keeping in the country. The details are given in the enclosed statement III and IV.

Based on the reports received from National Bee Board, there has been an increase in production of honey during the last three years. The estimated honey production in the country is around 52,000 MTs. The State-wise honey production is as below:

State	Production (MT)
1	2
Andhra Pradesh	1,000
Bihar	4,500
Haryana	2,500
Himachal Pradesh	3,000
Jammu and Kashmir	1,500

1	2
Karnataka	1,000
Kerala	1,500
Madhya Pradesh	500
Maharashtra	500
Orissa	500
Punjab	10,000
Rajasthan	1,000
Tamil Nadu	1,200
Uttar Pradesh	9,000
West Bengal	11,000
Jharkhand	1,000
Uttaranchal	1,500
Others	800
Total	52,000

**Statement I**

*State wise release of funds for development of bee colonies under the Centrally Sponsored Scheme on National Horticulture Mission*

(Rs in lakhs)

State	2005-06	2006-07	2007-08
1	2	3	4
Andhra Pradesh	-	12.30	-
Bihar	3.39	16.00	-
Chhattisgarh	-	-	54.40
Delhi	-	2.40	-
Goa	-	-	-
Gujarat	4.00	4.00	5.10
Haryana	24.00	48.50	17.20



1	2	3	4
Jharkhand	12.00	11.30	-
Karnataka	1.60	-	49.30
Kerala	80.00	240.00	34.00
Madhya Pradesh	50.00	2.40	
Maharashtra	8.00	3.84	4.76
Orissa	12.00	8.00	-
Punjab	50.00	16.00	18.71
Rajasthan	8.00	24.00	8.84
Tamil Nadu	6.47	11.2	2.71
Uttar Pradesh	7.56	-	80.81
West Bengal	-	201.12	-
Total	267.02	601.06	275.83

**Statement II**

*State-wise release of funds for development of bee colonies under the Centrally sponsored Scheme on Technology Mission for Integrated Development of Horticulture in North Eastern States, Sikkim, Jammu & Kashmir, Himachal Pradesh and Uttarakhand*

(Rs. in lakh)

State	2005-06	2006-07	2007-08
Arunachal Pradesh	3.00	-	1.28
Assam	0.19	2.44	12.00
Manipur	7.00	1.30	40.80
Meghalaya	2.40	16.80	16.00
Mizoram	12.00	16.80	-
Nagaland	5.65	11.40	12.00
Sikkim	0.72	11.40	40.00
Tripura	-		2.40
Jammu and Kashmir	-	-	-
Himachal Pradesh	17.60	8.00	16.00
Uttaranchal	12.50		8.34
Total	61.06	68.14	148.82

**Statement III**

*The activity-wise physical and financial progress report for the funds released under NHM, during the Year 2006-07 to NBB*

S.N	Approved Activities	Targets		Achievements		Remarks
		Physical (No.)	Financial (Rs. in lakhs)	Physical (No.)	Financial (Rs. in lakhs)	
1.	National level conference/ seminar on Beekeeping	1	5.00	1	5.00	505 Farmers/ Beeksepers participated
2.	Regional level conferences / seminars on Beekeeping.	8 (One each in Punjab, A.P.,Maharashtra, Bihar,M.P.,Orissa and Two in U.P.)	28.00	8	28.00	>500 Farmers/ Beeksepers participated in each programme
3.	Out state field trainings of Beeksepers/ farmers/ Villages.	10 trainings each of a batch of 25 trainees for 7 days.(U.P-2, Maha-2, Kam-2, Guj-2 and Raj-2)	6.25	8	5.00	Remaining 2 being organized.
4.	Scientific Publications & publicity on Beekeeping	Monthly/ Quarterly Journals & Books etc. & Publicity	10.75	-	10.00	Rs. 0.75 under consideration.
Total			50.00		48.00	

**Statement IV**

*The activity-wise physical and financial progress report for the funds released under TMNE during the year 2007-08 to NBB*

Sl.No.	Approved Activities	Targets		Achievements		Remarks
		Physical (No.)	Financial (Rs. in lakhs)	Physical (No.)	Financial (Rs. in lakhs)	
1	2	3	4	5	6	7
<b>A. North Eastern States including Sikkim</b>						
1.	4 Officers trainings	4 trainings of 60 officers comprising 15 officers in each batch)	10,00,000/-	-	-	Being organized by AICRP, Assam.

1	2	3	4	5	6	7
2.	Institutional Training total	4 trainings (one in Assam, one in Meghalaya and 2 in Nagaland.)	1,50,000/-	4	1,50,000/-	25 Farmers/ Beekeepers participated in each programme
3.	Out state field trainings of Beekeepers/ farmers/ Villages	2 Training (one each in Nagaland and Mizoram)	1,25,000/-	2	1,25,000/-	25 Farmers/ Beekeepers participated in each programme
4.	1 trainings of 25 trainees	1 trainings of 25 trainees (one institutional training in Arunachal Pradesh)	37,500	—	—	2 trainings of 25 trainees
Sub-Total			13,12,500/-		2,75,000/-	
<b>B. Himalayan States viz. Jammu &amp; Kashmir, Himachal Pradesh and Uttaranchal</b>						
1.	Two Institutional trainings	Two Institutional trainings (for Uttaranchal)	75,000/-	—	—	Being organized
	One out of	One out of State	62,500/-	1	62500/-	25Farmers/
2.	State training	training for Uttaranchal.)				Beekeepers participated in each programme
3.	Two out of State trainings as per TMNE norms. (We may allot 2 trainings for H.P.)	Two out of State trainings .[ for H.P.)	1,25,000/-	—	—	Being organized
4.	One trainings	One trainings [for J&K].	37,500/-	—	—	Being organized
	Sub-Total		3,00,000/-	-	62500/-	
5.	Publication on Beekeeping Magazines, Pamphlets, etc. for NE States, including Sikkim & Hilly States viz., J&K, H.P. & Uttaranchal		5,00,000	—	—	Action being taken
Total			21,12,500/-		3,37,500/-	

**Survey Regarding Subscribers of  
Mobile Connections**

1436. SHRI DALPAT SINGH PARSTE: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether India has become the fastest growing telecom market in the world;

(b) if so, the extent to which it has strengthened its growth during the last three years, as on date, Year-wise;

(c) whether the Government has conducted any survey regarding the total number of mobile subscribers in the country;

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

(e) the steps taken by the Government to spread its number in the rural heartland?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) considering total number of telephone subscribers being added in each year, India is one of the fastest growing telecom markets in the world.

(b) The year-wise growth of telecom subscribers in the country during the last three years and for 2007-08 (upto January 2008) is as follows:

Year	Growth during the year
2004-05	28.52%
2005-06	44.44%
2006-07	44.89%
2007-08 (up to Jan-08)	36.80%

(c) No, Sir.

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

(e) The following steps are being taken by the Government to spread telephones in the rural areas:

- (i) Support from Universal Service Obligation Fund (USOF) for provisioning of Rural Direct Exchange Lines (RDELs) in all the 1685 net cost positive Short Distance Charging Areas (SDCAs).

(ii) USOF support for providing Village Public Telephones (VPTs) in 66,822 undisputed accessible and inhabited villages having population more than 100.

(iii) Support from USOF for the innovative scheme of sharing of infrastructure by USO Fund to set up 7871 number of infrastructure sites (towers) spread over 500 districts spread over 27 states, for provision of mobile services in the specified rural and remote areas, where there is no existing fixed wireless or mobile coverage in the country.

(iv) Relaxation of norms by Bharat Sanchar Nigam Limited (BSNL) for laying cable upto 5 kms of exchanges against the earlier standard of 2.5 kms based on demand and techno-commercial consideration.

(v) Large-scale deployment of WLL network by BSNL in rural areas.

(vi) Deployment of Mobile Network along all the Highways by BSNL to give incidental coverage to large parts of rural areas.

(vii) In addition to the efforts made by BSNL, the private operators are also offering their services to meet the demand for telephone.

**Monthly Report on Essential Commodities**

1437. SHRI RAGHUNATH JHA:  
SHRI PRABHUNATH SINGH:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Price Monitoring Cell (PMC) set up for monitoring the availability and prices of essential commodities has failed to check the rise in prices of essential commodities;

(b) if so, the reasons therefor;

(c) whether the State Governments/UT administrations were directed by the Union Government to submit monthly reports regarding the action taken under the provisions of Essential Commodities Act, 1955 and Prevention of Black-marketing and Maintenance of Essential Commodities Act, 1980;

(d) If so, whether the said reports have been received from all the States;

(e) If so, the details thereof indicating the number of raids conducted and detentions made under the said Act; and

(f) If not, the details thereof and reasons therefor alongwith the action taken to ensure proper compliance of the orders?

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): (a) No, Sir. Price Monitoring Cell (PMC) set up under Department of Consumer Affairs is mandated to only monitor on a daily basis the retail prices of 14 essential commodities, viz., rice, wheat, atta, gram, tur/arhar, tea, milk, sugar, vanaspati, mustard oil, groundnut oil, potato, onion and salt. It has not been setup to control/check the rise in prices of essential commodities. Report are prepared in this regard and sent to PMO, Cabinet Secretariat, Ministry of Finance and other concerned Departments. Besides, the situation of prices of essential commodities is regularly monitored at High Level Meetings of Cabinet Committee on Prices, Committee of Secretaries and Cabinet.

(b) does not arise.

(c) to (f) There is a standing order issued to all the State Governments and UT Administrations to submit monthly reports to the Central Government (Department of Consumer Affairs) indicating the action taken under the provisions of the Essential Commodities Act, 1955 as also the Prevention of Black-marketing and Maintenance of Supplies of Essential Commodities Act, 1980. State Governments/UT Administrations which fail to submit such reports are regularly reminded to furnish the same.

The enforcement of the Essential Commodities Act, 1955 lies with the State Governments/Union Territories. The State Governments/UT Administrations have been delegated powers to take necessary action under the provisions of both "The Essential Commodities Act, 1955" and "The Prevention of Blackmarketing of Essential Commodities Act, 1980", to prevent mal-practices in essential commodities.

The action taken under Essential Commodities Act, 1955 during the year 2007 as reported by the States/

UTs upto 04.03.2008 is detailed below:

(i) No. of Raids conducted:	227044
(ii) No. of persons arrested:	6860
(iii) No. of persons prosecuted:	4872
(iv) No. of persons convicted:	349
(v) Value of goods confiscated:	Rs. 39.37 Crores

For the prevention of unethical trade practices like hoarding and black marketing etc. the "Prevention of Black Marketing and Maintenance of Supplies Act, 1980" is being implemented by the State Governments/UT Administrations. The Act empowers the Central and State Governments to detain persons whose activities are found to be prejudicial to the maintenance of supplies of commodities essential to the community. Details of detention orders, as reported to the Central Government by the State Governments during 2007 is as under:

Name of the State	Details of Detention Orders during the year 2007
Gujarat	50
Tamil Nadu	65
Maharashtra	1
Madhya Pradesh	3
Total	119

#### Norms for Assistance to Combat Flood

1438. SHRI JUAL ORAM:  
SHRI PANKAJ CHOWDHARY:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government has identified the flood prone rivers in the country;

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

(c) whether the Government has prepared any flood control and management schemes for Eleventh Plan for those flood prone rivers;

(d) if so, the fund earmarked therefor;

(e) the details of the proposals mooted for implementing those schemes;

(f) the norms adopted by the Government to provide financial assistance to the States for the prevention of floods;

(g) whether the Government has provided rural infrastructure development fund to National Bank for Agricultural and Rural Development under the flood control; and

(h) if so, the details of the assistance provided to the States during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) and (b) Yes Sir. The details of major rivers causing floods in the country are given as under:

S.No.	Name of the State	Name of Rivers
1.	Andhra Pradesh	Godavari and Krishna
2.	Assam	Brahmaputra
3.	Bihar	Ganga, Ghaghra, Kosi, Kamala-Balan, Adhwara Group, Mahananda & Bagmati
4.	Gujarat	Narmada, Tapi, Sabarmati & Saraswati
5.	Haryana	Ghaggar & Yamuna
6.	Orissa	Mahanadi
7.	Punjab	Sutlej & Beas
8.	Uttar Pradesh	Yamuna, Ganga, Ramganga, Gomati, Rapti, Ghaghra & Tons
9.	West Bengal	Ganga, Damodar & Bhagirathi

(c) to (f) Yes Sir. With a view to provide assistance to State Government, a scheme for "Flood Management Programme" with an estimated cost of Rs 8000 crores has been approved under State sector of Central Plan. A Central Sector Scheme for 'River Management Activities and Works related to Border Areas' under Central Plan has also been envisaged in XI Plan under which various

activities for Ministry of Water Resources and its organisations are undertaken. Guidelines for providing central assistance to States under the scheme for Flood Management Programme have been issued to all States in December, 2007.

(g) and (h) Yes Sir. During the year 2007-08, 138 projects with Rural Infrastructure Development Fund (RIDF) loan of Rs. 353.87 crore were sanctioned to various State Governments for control of floods as per the following details:

(Rs. Crore)

State	No. of Projects	RIDF Loan
Bihar	10	53.74
Kerala	3	3.02
Orissa	16	38.96
Sikkim	42	0.92
Tamil Nadu	25	209.43
West Bengal	42	47.80
Total	138	353.87

#### Telephone Connections in Rural Areas

1439. SHRI PRALHAD JOSHI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has drawn any comprehensive plan to create exhaustive network of telephone connectivity to rural areas in the country;

(b) if so, the details thereof and the time by when large network of telephone cables will be laid across the rural areas of the country;

(c) whether the cellular and WLL Telephonic network which is being provided for the areas where the telephone network is not cable based and efficient to cater to the needs of subscribers; and

(d) if so, the steps taken by the Government to improve the quality of the services by both Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) In order to create exhaustive network of telephone connectivity in the rural areas of the country following comprehensive plan has been drawn by the Government:-

- (i) Provision of Village Public Telephones (VPTs) in 66,822 uncovered villages under Bharat Nirman through subsidy support from Universal Service Obligation Fund (USOF).
- (ii) Setting up of 7871 Sharable Infrastructure Sites in 500 districts for provision of mobile services in rural and remote areas through subsidy support from USOF (Phase-I).
- (iii) Second Phase of the Mobile Infrastructure Scheme for setting up 11,049 additional tower to cover the remaining uncovered rural and remote areas of the country is likely to be launched shortly.
- (iv) For creation of general infrastructure for development of telephone facilities, Government has proposed to improve the Optical Fibre Connectivity (OFC) network between the Block Headquarters and District Headquarters.
- (v) Subsidy support through UAOF for Rural Direct Exchange Lines (RDEL).

(c) and (d) In order to improve the Quality of Service, both BSNL and Mahanagar Telephone Nigam Limited (MTNL) have undertaken following steps:-

**(A) Bharat Sanchar Nigam Limited (BSNL)**

**Wireless in Local Loop (WLL) Services;**

- (i) Providing upto 3 WLL Base Transceiver Stations (BTSs) per Short Distance Charging Area (SDCA) to improve the WLL coverage in SDCAs.
- (ii) 1S95 based Code Division Multiplex Access (CDMA) network are being upgraded/replaced by atleast CDMA 2000 1x WLL network.
- (iii) Many Value Added Services Like high speed Internet, SMS etc. are being provided to WLL customers.

- (iv) Conversion of SPM (Single Base Module) into RSUs (Remote Switching Units) and C.DOT 256 Port exchanges into AN-RAXs (Access Network-Rural Automatic Exchanges).

**Mobile Services:**

- (i) Expansion of Network: BSNL is in the process of expanding its GCM network to overcome the network congestion caused due to ever growing demand and traffic.
- (ii) Drive test: The exercise of Drive test for network optimization has been intensified to improve the Quality of Service (QoS).
- (iii) Load Balancing: The traffic load of Binary Synchronous Communications (BSCs)/BTSs is monitored and reparenting done wherever required.
- (iv) Congestion relief mechanism: Network optimization by using congestion relief mechanism in the BTSs having un-equal traffic among three sectors is being carried out.
- (v) Monitoring of the network: Monitoring of network congestion is done and necessary corrective measures have been intensified.

**(B) Mahanagar Telephone Nigam Limited (MTNL)**

- (i) Improving the legacy Public Switching Telecom Network (PSTN) network by change of cables, drop wire etc. as required.
- (ii) Nearly 300 Base Transceiver Station (BTS) each in Delhi/Mumbai is being installed.
- (iii) Expansion of Cellular mobile network by 1 million each in Delhi and Mumbai in 2007-08.
- (iv) Provision of a lot of value added services for both PSTN and mobile subscribers in line with emerging trends.
- (v) Provision of WLL service to cater to the longer distances, congested areas etc.

*[Translation]*

**Narmada River Project**

1440. SHRI SRICHAND KRIPLANI: Will the Minister of WATER RESOURCES be pleased to state:

(a) the targets fixed for completion of Narmada river project in Rajasthan;

(b) whether the Union Government has allocated any funds for timely completion of the said project;

(c) if so, the details thereof;

(d) whether the State Government has requested to provide additional funds for this project; and

(e) if so, the action taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) As per the latest Memorandum of Understanding executed by the Government of Rajasthan, the project is scheduled for completion by 2009-10. The Narmada Canal Project in Rajasthan was originally approved by Planning Commission in January, 1996 at a cost of Rs. 467.53 Crore to provide irrigation in a CCA of 135.00 th ha (annual irrigation 73,157 ha). The scope of the project was subsequently changed by the State Government which was approved by the Planning Commission in August, 2007. This revised project (Rs. 1,541.457 Crore at the price level of 2005) envisages an annual irrigation of 151.072 th ha in a CCA of 245.881 th ha. and is scheduled for completion by 2013-14.

(b) and (c) Irrigation is a State subject and the planning, execution, funding, operation and maintenance of irrigation projects are primarily the responsibility of the State Governments based on their priorities. The Union Government is providing Central Assistance (C.A.) under the Accelerated Irrigation Benefits Programme (AIBP) for approved Major/Medium/Minor Irrigation Projects for their expeditious completion since 1996-97. However, the project is being provided financial assistance by the Union Government since 1998-99 under the AIBP. Till January, 2008, the Union Government has provided a financial assistance of Rs. 625.335 crore.

(d) and (e) The State Government has requested for additional funds under AIBP. Accordingly, the Planning Commission has raised the CA Ceiling under AIBP ( for all the projects in the State including Narmada Canal Project) for the current financial year from Rs. 125.00 Crore to Rs. 250.00 Crore.

### **Substandard Pesticides and Seeds**

1441. SHRI D.B. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether pesticides banned in various countries because of their dangerous effects continue to be manufactured and used in the country, particularly in Nanded district of Maharashtra;

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

(c) whether substandard pesticides and seeds have a deleterious effect on land and cause heavy losses to farmers; and

(d) if so, the details thereof and action taken thereon?

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): (a) and (b) The Registration Committee constituted under the Insecticides Act, 1968 registers pesticides for use in the country after satisfying itself regarding their toxicity, efficacy and safety. Insecticides which are banned/restricted in other countries and had been in use in India have been reviewed from time to time. As a result of such reviews by expert committees, Government of India has banned the use of 31 pesticides and their formulations. Restriction has been imposed on the use of 12 insecticides. However, some insecticides which are banned in some countries are permitted for use in our country only after thorough reviews and satisfying that the particular insecticide does not cause harmful effect under the conditions of use in our country. The country permits the use of an insecticide based on its agro-climatic conditions, crop pattern, geography, pest-disease situation, ecology and socio-economic conditions of the people.

(c) and (d) Government regulates the manufacture and sale of pesticides under the Insecticides Act, 1968. The quality of seeds is regulated under the Seeds Act, 1966. Under the provisions of these Acts, penal action is taken against manufacturers of spurious products. Government of India provides assistance to States for establishing and strengthening of pesticide testing laboratories. Government also promotes judicious use of pesticides through its policy of Integrated Pest Management. Ministry of Agriculture also launched a campaign on seed treatment during previous Kharif and



Rabi seasons for creating awareness amongst the farmers to take up this practice on a larger scale to ensure better seed germination thereby increasing the productivity.

*[English]*

#### **Increase in Prices of Onion**

1442. SHRIMATI MINATI SEN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the steep increase has been noticed in the prices of onion as the production is likely to be decreased during the ensuing season;

(b) if so, the details thereof; and

(c) the steps taken by the Government to check the price rise?

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): (a) and (b) The movement of monthly Index for Wholesale Prices (WPI) for onion initially increased from 114.6 in March 2006 to 322.8 in November 2007 but subsequently weekly WPI for onion decreased from 268.7 on 1-12-2007 to 169.4 on 16-2-2008. Onion production estimated at 8682.6 thousand tonnes in 2005-06 reduced to 7158.4 thousand tonnes in 2006-07, which amounts to a reduction of 17.6%.

(c) Export of onion has declined from 10,67,378 MTs during last year (upto 28.2.07) to 8,21,712 MTs in the current financial year (upto 16.02.08). The National Agricultural Cooperative Marketing Federation (NAFED), as a corrective measure, reduced the Minimum Export Price (MEP) of onion and started commercial purchases in Nasik from 1.2.2008. This will help in stabilizing the market prices for onion. Other measures taken to stabilize the price of onion are regular monitoring of prices and market arrivals.

#### **Dependence on Land for Food Security**

1443. SHRI SARVEY SATYANARAYANA:  
SHRI SURESH ANGADI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the food security situation of the country is deteriorating;

(b) if so, the details thereof and the current scenario of food security of the country;

(c) if so, the steps Government proposes to take to improve the acreage under the agriculture; and

(d) the steps taken to reduce the total dependence on land for food security?

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): (a) to (d) No, Sir. The likely production of food grains during 2007-08 is estimated as 219.32 million tonnes (2nd advance estimate 2007-08) which is the highest ever production of the food grains in the country. In order to increase the acreage under various food crops and thereby to enhance the food grain production in the country, various programmes are already under implementation. Centrally Sponsored Scheme "National Food Security Mission (NFSM)" has also been launched with effect from Rabi, 2007-08 to increase production of rice, wheat and pulses by 10, 8 and 2 million tonnes, respectively by 2011-12. Under NFSM, it has been envisaged to bring 4.047 million hec. additional area under pulses for increasing its production. Besides, Rashtriya Krishi Vikas Yojana (RKVY) is also in operation in the country to increase investment in agriculture for its holistic development.

*[Translation]*

#### **Contaminated River Water**

1444. SHRI DEVIDAS PINGLE:  
SHRI SHISHUPAL N. PATLE:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the water of some rivers has been found to be poisonous;

(b) if so, the names of the rivers tested for poisonous water;

(c) whether the scheme to link such rivers with others have been withdrawn; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) Central Pollution Control Board (CPCB) monitors water quality of all important water bodies located on 206 rivers of the country. The presence of contaminants such as toxic metals beyond permissible limits can be considered as poisonous. The CPCB has measured toxic metals in 120 rivers. The results indicate that the toxic metals *i.e.* Arsenic, Copper, Cadmium, Chromium Total, Nickel, Mercury and Lead were detected in some of the rivers, the levels of which were mostly found within permissible limit prescribed by Bureau of Indian Standards on Drinking Water Standards, except some rivers. The Chromium Total exceeded only in 02 number of rivers, Copper exceeded in 14 number of rivers and Cadmium exceeded in 05 number of rivers.

(b) Name of the rivers tested for toxic metals is provided in the enclosed statement.

(c) and (d) The Ministry of Water Resources (erstwhile Ministry of Irrigation) and Central Water Commission formulated a National Perspective Plan (NPP) for Water Resources Development in 1980. The NPP comprises of two components viz. (i) Peninsular Rivers Development and (ii) Himalayan Rivers Development and envisages transfer of water from water surplus areas to water deficit regions. National Water Development Agency (NWDA) was set up in 1982 to study the feasibility of Inter-basin water transfer proposals and give a concrete shape to NPP.

Based on various studies NWDA has identified 30 links (16 Peninsular and 14 Himalayan) for preparation of Feasibility Reports (FRs). Out of these, FRs of 14 links under Peninsular Components & 2 links (Indian portion) under Himalayan Component have already been completed. Further, NWDA has also taken up the work of preparation of Detailed Project Report (DPR) for one priority link under Peninsular Component namely Ken-Betwa Link.

#### **Statement**

*Name of the rivers tested for Toxic Metals by Central Pollution Control Board (CPCB)*

Sl.No.	Name of Water Body
1	2
1.	Achenkoli
2.	Ambika
3.	Amravati

1	2
4.	Anas
5.	Arasalar
6.	Baitarni
7.	Baleshwar Khadi
8.	Barakar
9.	Beas
10.	Betwa
11.	Bhadar
12.	Bharalu
13.	Bhavani
14.	Bhima
15.	Bhogdoi
16.	Birupa
17.	Borak
18.	Brahmani
19.	Brahmaputra
20.	Burhidihing
21.	Cauvery
22.	Chalakudy
23.	Chaliyar
24.	Chambal
25.	Chandragiri
26.	Chathe
27.	Chitthrapuzha
28.	Damanganga
29.	Damodar
30.	Deepar Bill
31.	Dhansiri
32.	Ganga

1	2
33.	Ganoli
34.	Ghaggar
35.	Ghaghara
36.	Godavari
37.	Gomti
38.	Gumti
39.	Haora
40.	Hindon
41.	IB
42.	Ithikkara
43.	Kabbani
44.	Kadalundy
45.	Kali (W)
46.	Kalinadi (E)
47.	Kallada
48.	Karingode
49.	Karmana
50.	Kathajodi
51.	Kaveri
52.	Khan
53.	Khandepar
54.	Kharkhla
55.	Kharoon
56.	Kodra Dam
57.	Kolak
58.	Krishna
59.	Kshipra
60.	Kuakhai
61.	Kumardhara

1	2
62.	Kundalika
63.	Kuppam
64.	Kuttiyady
65.	Lakshmantirtha
66.	Largi
67.	Mahanadi
68.	Mahananda
69.	Mahe
70.	Mahi
71.	Maner
72.	Manimala
73.	Manjeera
74.	Manjira
75.	Markanda
76.	Meenachil
77.	Mindhola
78.	Mora Bharali
79.	Muneru
80.	Musi
81.	Muvattapuzha
82.	Myntdu
83.	Nagavalli
84.	Narmada
85.	Neeleswaram
86.	Netravathi
87.	Neyyar
88.	Nira (Krishna)
89.	Palar
90.	Palleru

1	2
91.	Pamba
92.	Par
93.	Parvati
94.	Parvati (Indus)
95.	Patalganga
96.	Pennar
97.	Periyar
98.	Purna
99.	Ramganga
100.	Rapti
101.	Ravi
102.	Rupnarayan
103.	Rushikulya
104.	Sai
105.	Saryu
106.	Satluj
107.	Seonath
108.	Shimsha
109.	Simsang
110.	Sirsa
111.	Sukhana
112.	Tambiraparani
113.	Tapi
114.	Teesta
115.	Tungha
116.	Tungabhadra
117.	Umtrew
118.	Vamanapuram
119.	Yamuna
120.	Zuari

*[English]***Violation of Labour Laws**

1445. SHRI K. SUBBARAYAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of labourers employed in private sector in the country at present, State-wise;

(b) the number of complaints received and cases registered with Government for violation of Labour Laws by the companies/factories during each of the last three years and thereafter, State-wise;

(c) the action taken by the Government against such companies/factories during the above period;

(d) whether Labour Inspectors carry out regular inspections of the companies/factories to ensure compliance of Labour Laws;

(e) if not, the number of cases registered and action taken against the errant Labour Inspectors;

(f) whether the Government proposes to constitute a comprehensive monitoring mechanism to ensure proper implementation of Labour Laws including Law relating with women workers;

(g) if so, the details thereof; and

(h) the further steps taken by the Government for proper implementation of Labour Laws particularly protection of women from sexual abuses?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) Details of State-wise employees in the private organised sector as on 31.3.2005, latest available with this Ministry are given in the enclosed statement.

(b) and (c) Under the Constitution of India, Labour is a subject in the concurrent list where both the Central and State Government are competent to enact legislation. There are 43 Labour Laws out of which 12 were enacted by the Central Government and the Central Government has the sole responsibility for their enforcement. 16 Labour Laws were enacted by the Central Government but

enforced both by Central and State Governments. The remaining 15 Labour Laws enacted by the Central Government are enforced by the State Governments. There are also other Labour Laws enacted and enforced by the various State Governments which apply to respective States.

Information on action taken by the State Governments in respect of violation of labour laws is not Centrally maintained.

In the Central Sphere, the officers of the Chief Labour Commissioner (Central) Organisation conduct inspections under various Labour Laws and on receipt of complaints. The details of inspections conducted and prosecutions launched during the last three years are given in the enclosed at Annexures I-XI.

(d) Whenever complaints are received regarding violation of Labour Laws, action is expected to be taken by the Appropriate Government as per provisions of the Act which is alleged to have been violated.

(e) As and when cases of negligence/misconduct are observed, disciplinary action is initiated. At present, 8 such disciplinary actions are pending against Labour Inspectors, in the Central Sphere. Corresponding figures for all State Governments is not Centrally maintained.

(f) No, Sir.

(g) Does not arise.

(h) With particular reference to protection of women workers provisions are contained in various Acts such as The Factories Act, 1948, The Equal Remuneration Act, 1976, The Mines Act, 1952, The Maternity Benefit Act, 1961. Further in pursuance to the judgement of the Hon'ble Supreme Court in the case of Visakha Vs State of Rajasthan, the Central Government has included sexual harassment as an Act of misconduct in the model standing orders with effect from 20.11.1999. After the above judgement of the Apex Court, Complaint Committees are also required to be constituted by the Industrial Establishments.

### **Statement**

#### *State-wise Employment in the private Organised Sector as on 31.3.2005*

Sl.No.	States/UTs	EMPLOYMENT (in thousands) as on 31.3.2005
1	2	3
1.	Haryana	258.0
2.	Punjab	253.1
3.	Himachal Pradesh	58.9
4.	Chandigarh	28.5
5.	Delhi	216.2
6.	Rajasthan	247.7
7.	Jammu and Kashmir	10.5
8.	Madhya Pradesh	155.7
9.	Chhattisgarh	31.7
10.	Uttar Pradesh	437.5
11.	Uttarakhand	37.3
12.	Assam	580.6
13.	Meghalaya	9.3
14.	Manipur	2.7
15.	Mizoram	1.4
16.	Nagaland	4.1
17.	Tripura	12.9
18.	Bihar	32.5
19.	Jharkhand	150.3
20.	Orissa	90.2
21.	West Bengal	752.4
22.	Gujarat	861.4
23.	Maharashtra	1403.3
24.	Goa	41.9

1	2	3	1	2	3
25.	Daman and Diu	12.5	29.	Puducherry	17.6
26.	Andhra Pradesh	647.0	30.	Tamil Nadu	765.9
27.	Karnataka	802.8	31.	Andaman & Nicobar	2.7
28.	Kerala	524.9	TOTAL		8451.8

**Annexure I***Minimum Wages Act, 1948*

Year	No. of inspections conducted	No. of Prosecutions launched	No. of Cases disposed of	No. of claim cases b/fd	No. of claim cases filed	No. of claim cases decided	Amt. awarded (Rs. )
2004-05	17,188	6,267	3,235	4,248	3,471	4,507	3,76,84,296
2005-06	12,392	4,620	4,643	3,526	2,543	3,434	3,64,16,655
2006-07	15,147	5,692	4,942	2,635	1,706	1,860	2,04,20,540

**Annexure II***Enforcement of Contract Labour  
(Regulation & Abolition) Act, 1970*

Sl.No.	Particulars	2004-05	2005-06	2006-07
1.	No. of Registration Certificates issued to principal employers	590	747	752
2.	No. of licences issued to Contractors	7277	7317	9280
3.	No. of inspections conducted	4540	5759	5365
4.	No. of irregularities detected	59301	60206	77422
5.	No. of prosecutions launched	3356	2991	2648
6.	No. of convictions secured	2018	1017	887
7.	No. of contract labourers covered by licences	968792	983707	1001947
8.	No. of licences revoked /cancelled/expired	6601	7632	8186
9.	No. of registration certificates revoked/Cancelled	08	211	51

**Annexure III*****Payment of Gratuity Act, 1976***

Year	No. of Inspections	No. of Irregularities		No. of Prosecutions launched	No. of cases disposed	No. of claim applications B/F	No. of Applications received during the year	No. of Applications decided	Amount awarded by controlling Authorities (Rs.)
		Detected	Rectified						
2004-05	1545	6701	9023	33	18	4094	4289	5074	63,17,54,300
2005-06	1284	5115	5133	22	41	3309	4315	5153	67,77,33,000
2006-07	1541	5975	4341	16	-	2471	4590	5005	61,79,20,509

**Annexure IV*****Equal Remuneration Act, 1976***

Year	Number of Inspections Carried out	Violations detected	Violations rectified	Prosecutions launched	Convictions	Acquittals
2004-05	3342	3440	3896	989	508	23
2005-06	2484	2840	3295	739	1006	18
2006-07	3004	2966	2694	395	226	2

**Annexure V*****Child Labour (Prohibition & Regulation) Act, 1986***

Year	No. of Inspections	No. of Irregularities		No. of Prosecutions launched	No. of cases disposed	No. of Convictions	No. of Acquittals	No. of Cases withdrawn or dropped
		Detected	Rectified					
2004-05	1949	3865	4314	-	5	2	2	1
2005-06	1479	2587	2428	27	17	13	-	4
2006-07	1194	2425	1599	04	-	01	-	-

**Annexure VI*****Payment of Bonus Act, 1965***

Year	No. of Inspections	No. of Irregularities		No. of Prosecutions launched	No. of cases disposed	No. of Convictions	No. of Acquittals	No. of cases Withdrawn or dropped	No. of claims filed
		Detected	Rectified						
2004-05	716	1209	1243	16	42	38	4	-	3
2005-06	511	684	906	31	11	10	1	-	-
2006-07 (P)	623	920	875	23	13	8	-	-	-

## Annexure VII

**Inter State Migrant Workmen (Re & Cs Act, 1970**

Year	No. of Inspections	No. of Irregularities		No. of Prosecutions launched	No. of cases disposed	No. of Convictions	No. of Acquittals	No. of Cases withdrawn of dropped
		Detected	Rectified					
2004-05	92	2228	3742	277	141	134	7	-
2005-06	56	1555	1467	42	98	84	10	4
2006-07 (P)	63	1705	1511	63	86	77	13	-

## Annexure VIII

***Payment of Wages Act (Mines)***

Year	No. of Inspections	No. of Irregularities		No. of Prosecutions launched	No. of cases disposed	No. of Convictions	No. of Acquittals
		Detected	Rectified				
2004-05	4794	55689	47885	1626	1180	1149	31
2005-06	3084	31635	47805	1410	1285	1261	24
2006-07							

## Annexure IX

***Payment of Wages Act (Railways)***

[illegible]

## Annexure X

***Payment of Wages Act (Air Transport Service)***

[illegible]



**Annexure XI*****Maternity Benefit (Amendment) Act***

Year	No. of Inspections	No. of persons prosecuted for violation of the Act
2004-05	318	124
2005-06	212	245
2006-07	146	46

**National Horticulture Mission**

1446. PROF. CHANDER KUMAR:  
SHRI ABDUL RASHID SHAHEEN:

Will the Minister of AGRICULTURE be pleased to state:

(a) the amount sanctioned and allocated under National Horticulture Mission during each of the last three years. State-wise;

(b) the details regarding success achieved in establishment of horticulture garden, rejuvenation of senile plantations, organic farming and development of infrastructure for horticulture development;

(c) whether any area specific scheme has been implemented to enhance the utility of National horticulture Mission with regard to various problems faced by farmers; and

(d) if so, the details thereof?

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): (a) State-wise details of funds approved as per Annual Action Plans and funds released during last three years including 2007-08 under the National Horticulture Mission (NHM) are given in the enclosed statement.

(b) During 2005-06 to 2007-08 (upto Feb. 2008), an area of 7.31 lakh hectares were brought under new gardens, an area of 0.965 lakh hectares of old and senile plantation were rejuvenated, an area of 0.62 lakh hectares were brought under organic farming and 631 units of post harvest management infrastructure such as pack houses and cold storages and 109 numbers of markets were created under the NHM.

(c) and (d) The Scheme is being implemented by adopting a cluster approach for the development of horticultural crops having potential in the identified districts. The Scheme is presently being implemented in 340 districts in the country.

**Statement*****State-wise and Year-wise details of funds approved and released under NHM scheme during 2005-06 to 2007-08***

Sl.No.	State	2005-06		2006-07		2007-08	
		Amount approved	Amount released	Amount approved	Amount released	Amount approved (GOI Share)	Amount released (upto Feb, 2008)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	8718.01	4420.96	10029.90	7500.00	13547.02	7639.04
2.	Bihar	8448.16	3100	11531.20	3500.00	9871.47	269.72
3.	Chhattisgarh	5029.15	2367.83	11192.08	5500.00	9102.95	6252.41
4.	Goa	788.06	315.2	335.00	200.00	127.37	3.19
5.	Gujarat	6844	3239.28	8796.00	2577.03	6375.00	1954.24

1	2	3	4	5	6	7	8
6.	Haryana	2097.17	1050	4018.43	3480.00	8854.69	6476.49
7.	Jharkhand	5990.37	3030	8324.93	4000.00	7456.22	781.00
8.	Karnataka	8521.9	4455.17	13358.80	8448.25	12980.27	8499.48
9.	Kerala	7582.53	3533.98	20230.05	7959.53	16330.84	6091.72
10.	Madhya Pradesh	5971	2839.77	7427.10	4291.75	9406.52	5537.50
11.	Maharashtra	16128	8260.28	24444.93	14492.65	21492.38	9224.97
12.	Orissa	7499	3611.91	9620.02	4450.00	8075.00	3812.16
13.	Punjab	6074.2	2868.82	5874.00	1150.00	6384.45	2397.51
14.	Rajasthan	4102	2259.57	7626.67	3837.93	6885.66	5673.19
15.	Tamil Nadu	7572	3891.87	9304.72	6450.00	20305.54	8536.82
16.	Uttar Pradesh	11519.88	5340.25	12398.11	1500.00	15199.16	8224.19
17.	West Bengal	8451	4035.3	9377.00	4600.00	2522.29	681.82
18.	Delhi	900			300.00		0.00
19.	Lakshadweep			126.03	63.00		0.00
20.	Andaman and Nicobar			172.07	85.00	85.00	29.90
	Total	122236.43	58620.0	174287.04	84385.14	174946.73	82085.35

#### Defaulter Industries

1447. SHRI BIKRAM KESHARI DEO: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether Employees Provident Fund (EPF) account in medium and small enterprise sectors are being maintained properly in the country particularly in Orissa;

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

(c) the industries from Orissa particularly Kalahandi-Bolangir-Koraput region that have defaulted in the same; and

(d) the remedial steps taken by the Government as per provisions of the Labour Laws?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR

FERNANDES): (a) to (c) The accounts of the Employees' Provident Fund are maintained in such form as prescribed by the Government in consultation with the Comptroller and Auditor-General of India and audited by the Comptroller and Auditor-General of India.

Out of 375 establishments covered in the Kalahandi, Bolangir, Koraput region of Orissa, 34 have defaulted in remittance of dues.

(d) On detection of default by an establishment, action is taken under section 7A of the Employees' Provident Funds and Miscellaneous Provisions Act, 1952 for assessment of dues. Subsequently recovery of dues is effected in accordance with provisions of the Act. This includes attachments of bank accounts, movable and immovable property, arrest of defaulters, etc.

#### Problems of Farmers in Border Areas

1448. SHRI ZORA SINGH MAAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the farmers living in border areas are facing problems due to the erection of barbed fences in Punjab;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken to redress their problems?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) All the farmers who own their land across the fence are being allowed to cultivate their land for which timings for opening and closing of gates are fixed in consultation with locals. The fence gates manned by BSF personnel in Punjab are opened from morning till evening on all the seven days of the week to facilitate farmers living in border areas to cultivate their lands. Meetings are organized in the respective villages by the District Administration with the village Pradhan, local representative of farmers and the Unit Commander of BSF to sort out local problems, if any.

*[Translation]*

#### **Wastage of Water**

1449. CHAUDHARY BIJENDRA SINGH: Will the Minister of WATER RESOURCES be pleased to state:

(a) the estimated quantum of river water wasted every year in the country, State- wise;

(b) whether the Government has taken any step for optimum utilization of this water locally in the future; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) The average annual precipitation is estimated as 4000 Billion Cubic Metre (BCM) in the country. After accounting for the natural process evaporation etc., the average annual water availability in the country is assessed as 1869 BCM. It is estimated that owing to topographic, hydrological and other constraints, the utilizable water is 1123 BCM which comprises of 690 BCM of surface water and 433 BCM of replenishable ground water resources. 629 BCM of water is being utilized for diverse purposes. Rest of the water could be considered to be flowing down to sea. The assessment of available water resources has been made river basin-wise.

(b) and (c) With a view to, optimally utilize the available resources, several measures for development and management of water resources are undertaken by the respective State Governments which include creation of storages, restoration of water bodies, rain water harvesting, artificial recharge to ground water and adoption of better management practices etc. Storage capacity of about 225 Billion Cubic Metre (BCM) has been created so far. As per present assessment, the total estimated storage capacity of the various projects under construction is about 64 BCM. Further, the State Governments have identified various other schemes for investigation and planning and the estimated storage for such schemes is about 108 BCM. State Governments conceive, plan and implement major, medium and minor schemes (both surface and ground water) for utilization of water resources. Government of India is providing central assistance to the State Governments through various schemes/ programmes, such as Accelerated Irrigation Benefits Programme (AIBP); Command Area Development and Water Management (CADWM) Programme; National Project for Repair, Renovation and Restoration of Water Bodies directly linked to Agriculture etc. The Ministry of Water Resources encourages conservation of water including measures such as traditional water conservation practices, rainwater harvesting and recharge to ground water and adoption of better management practices.

*[English]*

#### **Production of Fruit**

1450. SHRIMATI PRIYA DUTT: Will the Minister of AGRICULTURE be pleased to state:

(a) the rank of India in the world in the field of production of Fruits;

(b) whether the Government has any plan to bring and plant world's top ten exportable mango varieties; and

(c) if so, the details thereof?

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): (a) India ranks second in the world production of fruits.

Year	World Production (Million MT)	India Production (Million MT)	India's share in World Production (%)
2006	526.50	58.75	11.15

Source: fao.org & NHB

(b) and (c) No, presently, the Government has no such plan.

#### **Safal Project by NDDB**

1451. SHRI VIKRAMBHAI ARJANBHAI MADAM : Will the Minister of AGRICULTURE be pleased to state:

(a) whether National Dairy Development Board (NDDB) has planned to set up Safal Project in various Districts of Gujarat;

(b) if so, the details and location thereof;

(c) by when it is likely to be set up; and

(d) if not, the reasons therefor?

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): (a) No, Sir.

(b) and (c) Questions do not arise in view of (a) above

(d) SAFAL is the brand name used by NDDB's fully owned subsidiary company Mother Dairy Fruit and Vegetable Pvt. Ltd. for its horticulture business. Currently there are no plans to set up Safal Project in various districts of Gujarat.

[Translation]

#### **Stocking of Food Articles in Private Godowns**

1452. SHRI RAGHUVVEER SINGH KOSHAL: Will the minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the private companies are keeping of stock of foodgrains, pulses and oilseeds in various godowns in the country;

(b) if so, the details thereof during the last three years and the current year;

(c) whether there is any stipulated time for which these stock can be held; and

(d) if so, the details thereof and the provision regarding the treatment of stocks held beyond stipulated period?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) The main depositor for foodgrains is Food Corporation of India. As per the information furnished by Central Warehousing Corporation, the private companies are also keeping foodgrains, pulses and oilseeds in various godowns of CWC. The details of foodgrains stored by private parties and Cooperative Societies for the last three years and the current year are as under:-

Year	Quantity in Lakh MTs
2004-05	10.86
2005-06	11.70
2006-07	13.59
2007-08 (Upto January, 08)	13.17

(c) and (d) Yes, Sir. The stocks are generally accepted for initial storage period of three months. After expiry of three months, the stocks are examined, analyzed/graded and assessed for quality aspects. If found within the quality norms, the storage period of the stocks is extended as per the request of the depositor for further specified time.

[English]

#### **Award on e-Governance**

1453. SHRI IQBAL AHMED SARADGI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Department of Administrative Reforms and Public Grievances and Department of Information Technology have jointly selected 24 e-governance initiatives in different States across the country as model citizen-centric e-governance initiatives for adoption by all the States in the country;

(b) if so, whether the Karnataka Government has received the Centre's recognition as the State has bagged three national awards excellence in for e-governance for the year 2007-08: and

(c) if so, the projects on which this award has been granted to the Karnataka Government?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (c) The information is being collected and will be laid on the Table of the House.

*[Translation]*

#### **Water Management**

1454. SHRI CHANDRA MANI TRIPATHI:  
DR. LAXMINARAYAN PANDEY:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the International Water Management Institute has emphasized in its report, that the vigorous use of bio-fuel plants can vanish the water resources in the country;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) The paper of International Water Management Institute (IWMI) on "Biofuels and Implications for Agricultural Water Use: Blue Impacts of Green Energy" has explored the land and water implications of increased biofuel production globally and with special focus on China and India. The report concludes that, although of minor concern at global level, local and regional impacts could be substantial. However, nowhere in the paper, it has been mentioned that the vigorous use of biofuel plant can vanish the water resources in the country.

(b) and (c) Do not arise.

*[English]*

#### **Strawberry Plantation**

1455. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) the area in Satara district of Maharashtra under strawberry plantations, alongwith the total yield therefrom;

(b) whether the strawberry plantation has been included in National Horticulture Mission; and

(c) if so, the details thereof, alongwith the steps taken to promote the strawberry plantation?

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): (a) The total area under cultivation of strawberry in Satara district is 361.15 hectare and the total production of strawberry in the district is 4514.375 Metric Tonnes.

(b) Yes, Sir.

(c) Strawberry crop has been included for development under the National Horticulture Mission. Assistance is being provided to the farmers @ Rs. 15,000 per hectare for area expansion of Strawberry crop. Farmers cultivating Strawberry can avail subsidy for all other related components included under NHM, such as human resource development, creation of infrastructure for post harvest management and marketing.

#### **Vocational Training Centres**

1456. SHRI G. M. SIDDESWARA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) The number of vocational training centres being run in the country particularly in the Karnataka with the central assistance/grant;

(b) Whether the Union Government has not provided any central assistance/ grant to the States for running these centres during each of the last three years;

(c) if so, the reasons therefor;

(d) Whether any proposal for providing central assistance/grant received from the various states particularly from Kamataka is pending with the Union Government;

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

(f) the time by which such proposal is likely to be cleared by the Union Government?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) to (f) Industrial Training Institutes/ Industrial Training Centres are set up under the administrative and financial control of the respective State Governments. No central assistance/grants are provided for running these ITIs.

However, Central Government is providing assistance for upgrading 500 ITIs in the country, out of which assistance to 100 Government ITIs is met through domestic resources and 245 Government ITIs (out of 400 ITIs identified so far) from World Bank assistance, during the last three years.

Proposals for release of Central assistance from various States including the State of Kamataka are received and central assistance for their upgradation is released after scrutiny of the proposals. So far, central assistance of Rs. 8.66 crores has been released for upgrading 12 ITIs in the State of Kamataka.

In addition, an amount of Rs. 57.5 crore has been released for upgradation of another 23 ITIs of Kamataka as interest free loan under the scheme of Upgradation of 1396 Government ITIs through Public Private Partnership mode in the current financial year.

#### **NABARD Fund for Irrigation Projects**

1457. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of WATER RESOURCES be pleased to state:

(a) the loan assistance sanctioned by the National Bank of Agricultural and Rural Development (NABARD) for the completion of pending irrigation projects in the country, particularly Gujarat during the last three years, State-wise;

(b) the names of projects included in the projects alongwith irrigation potential created therein; and

(c) the projects completed till date alongwith the cost involved therein?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) to (c) National Bank of Agricultural and Rural Development (NABARD) has informed that Rural Infrastructure Development Fund (RIDF) loan have been sanctioned to various States for different schemes related to irrigation, namely major irrigation projects, medium irrigation projects, minor irrigation schemes and micro irrigation. The details in respect of the number of schemes and the loan sanctioned by NABARD to various States including Gujarat during the last three years as also for the current financial year are given in the enclosed statement I(a) to I(d). The information in respect of irrigation potential (State-wise) is given in the enclosed statement-II.

As per the information furnished by NABARD, against 139062 irrigation projects sanctioned under RIDF I to XIII (1995-96 to 2006-07) as on 28 February, 69423 projects have been completed for which Rs. 24505.26 crore have been sanctioned to various States. As against sanction of Rs. 24505.26 crore an amount of Rs. 13981.58 crore has been disbursed to various States (as on 31 December, 2007).

#### **Statement 1(a)**

##### *State-wise Sanctions (As on 22 February 2008)*

#### **Major Irrigation**

(Rs.Crore)

State	RIDF X 2004-05		RIDF XI 2005-06		RIDF XII 2006-07		RIDF XIII 2007-08		Total 2004-2008	
	No	Sanc.	No	Sanc.	No	Sanc.	No	Sanc.	No	Sanc.
1	2	3	4	5	6	7	8	9	10	11
Andhra Pradesh	0	0	0	0.00	0	0	0	0.00	0	0.00
Arunachal Pradesh	0	0	0	0.00	0	0	0	0.00	0	0.00

1	2	3	4	5	6	7	8	9	10	11
Assam	0	0.00	1	19.07	0	0	0	0.00	1	19.07
Bihar	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Goa	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Gujarat	0	0.00	2	598.38	1	638	17	190.23	4	1426.98
Haryana	0	0.00	0	0.00	0	0	1	26.23	1	26.23
Himachal Pradesh	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Jammu and Kashmir	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Karnataka	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Kerala	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Madhya Pradesh	0	0.00	0	0.00	3	469	2	988.39	5	1457.02
Maharashtra	0	0.00	1	100.81	0	0	0	0.00	1	100.81
Manipur	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Meghalaya	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Mizoram	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Nagaland	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Orissa	0	0.00	1	19.31	0	0	0	0.00	1	19.31
Punjab	0	0.00	3	64.50	2	51	0	0.00	5	115.68
Rajasthan	0	0.00	2	68.70	0	0	1	47.04	3	115.74
Tamil Nadu	1	12.95	0	0.00	0	0	0	0.00	1	12.95
Tripura	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Uttar Pradesh	0	0.00	4	73.24	4	173	2	660.06	10	906.45
West Bengal	0	0.00	2	48.31	0	0	0	0.00	2	48.31
Sikkim	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Jharkhand	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Chattisgarh	0	0.00	1	30.34	0	0	0	0.00	1	30.34
Uttaranchal	0	0.00	0	0.00	0	0	0	0.00	0	0.00
Total	1	12.95	17	1022.66	10	1331.33	7	1911.95	35	4278.89

**Statement I(b)***State-wise Sanctions (As on 22 February 2008)***Major Irrigation****(Rs. Crore)**

State	RIDF X 2004-05		RIDF XI 2005-06		RIDF XII 2006-07		RIDF XIII 2007-08		Total 2004-2008	
	No	Sanc	No	Sanc	No	Sanc	No	Sanc	No	Sanc
1	2	3	4	5	6	7	8	9	10	11
Andhra Pradesh	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Arunachal Pradesh	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Assam	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Bihar	0	0.00	0	0.00	0	0.00	2	34.81	2	34.81
Goa	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Gujarat	2	370.20	0	0.00	0	0.00	4	0.00	2	370.20
Haryana	0	0.00	0	0.00	0	0.00	0	69.89	4	69.89
Himachal Pradesh	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Jammu and Kashmir	1	9.39	0	0.00	2	6.12	0	0.00	3	15.51
Karnataka	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Kerala	0	0.00	1	9.03	0	0.00	1	95.12	2	104.15
Madhya Pradesh	4	132.87	2	103.59	3	37.21	0	0.00	9	273.67
Maharashtra	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Manipur	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Meghalaya	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Mizoram	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Nagaland	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Orissa	4	127.28	2	56.31	1	8.57	0	0.00	7	192.16
Punjab	0	0.00	0	0.00	2	44.71	0	0.00	2	44.71
Rajasthan	0	0.00	0	0.00	3	174.36	1	68.52	4	242.88
Tamil Nadu	0	0.00	3	37.66	1	5.01	2	35.79	6	78.46
Tripura	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Uttar Pradesh	1	9.67	1	4.62	0	0.00	1	9.27	3	23.56



1	2	3	4	5	6	7	8	9	10	11
West Bengal	0	0.00	0	0.00	2	2.50	2	3.10	4	5.60
Sikkim	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Jharkhand	2	62.81	0	0.00	0	0.00	2	79.76	4	142.57
Chhattisgarh	0	0.00	0	0.00	1	4.65	0	0.00	1	4.65
Uttaranchal	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Total	14	712.22	9	211.21	15	283.13	15	396.26	53	1602.82

**Statement I(c)***State-wise Sanctions (As on 22 February 2008)*

Minor Irrigation

(Rs.Crore)

1	RIDF X 2004-05		RIDF XI 2005-06		RIDF XII 2006-07		RIDF XIII 2007-08		Total 2004-2008	
	No	Sanc	No	Sanc	No	Sanc	No	Sanc	No	Sanc
1	2	3	4	5	6	7	8	9	10	11
Andhra Pradesh	105	318.70	99	233.85	54	121.62	88	217.62	346	891.79
Arunachal Pradesh	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Assam	22	9.85	19	25.06	0	0.00	0	0.00	41	34.91
Bihar	0	0.00	3000	157.89	16	5.83	722	40.79	3738	204.51
Goa	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00
Gujarat	1	297.56	303	201.60	0	0.00	0	0.00	304	499.16
Haryana	57	82.89	0	0.00	38	98.22	30	67.38	125	248.49
Himachal Pradesh	105	49.44	129	84.22	151	46.10	98	23.30	483	203.06
Jammu and Kashmir	8	34.03	0	0.00	1	6.30	5	3.92	14	44.25
Karnataka	184	112.35	290	171.05	532	19.68	8051	296.53	9057	599.61
Kerala	20	2.72	152	29.65	1	2.11	255	49.52	428	84.00
Madhya Pradesh	83	143.66	46	72.49	37	115.89	52	75.49	218	407.53
Maharashtra	0	0.00	0	0.00	152	134.10	8033	627.25	8185	761.35
Manipur	0	0.00	2	5.19	0	0.00	0	0.00	2	5.19

1	2	3	4	5	6	7	8	9	10	11
Meghalaya	0	0.00	7	6.45	14	12.20	0	0.00	21	18.65
Mizoram	16	6.90	0	0.00	8	3.19	0	0.00	24	10.09
Nagaland	0	0.00	2	1.30	8	5.75	0	0.00	10	7.05
Orissa	338	57.53	6957	83.24	16517	113.30	765	65.69	24577	319.76
Punjab	101	46.75	0	0.00	3	4.17	1	9.14	105	60.08
Rajasthan	6	43.54	23	100.47	14	48.54	13	66.03	58	258.58
Tamilnadu	311	141.64	111	50.10	31	17.13	0	0.00	453	208.87
Tripura	0	0.00	0	0.00	133	21.21	0	0.00	133	21.21
Uttar Pradesh	1450	115.07	0	0.00	6100	367.81	596	17.86	8146	500.74
West Bengal	36	18.55	1302	58.02	2611	83.88	1217	75.28	5166	235.73
Sikkim	105	1.90	60	1.30	35	0.73	23	0.53	223	4.46
Jharkhand	0	0.00	1100	19.23	0	0.00	63	13.20	1163	32.43
Chhattisgarh	39	62.53	35	86.50	22	46.36	10	36.46	106	231.85
Uttarakhand	13	37.15	122	44.97	50	31.82	86	65.19	271	179.13
Total	3000	1582.76	13759	1432.58	26528	1305.94	20108	1751.18	63395	6072.46

**Statement 1(d)***State-wise Sanctions (As on 22 February 2008)***Micro Irrigation****(Rs.Crore)**

State	RIDF X 2004-05		RIDF XI 2005-06		RIDF XII 2006-07		RIDF XIII 2007-08		Total 2004-2008	
	No	Sanc	No	Sanc	No	Sanc	No	Sanc	No	Sanc
Andhra Pradesh	0	0.00			22	162.42	22.00	148.67	44	311.09
Maharashtra	0	0.00			0	0.00	0	0.00	0	0.00
Karnataka			185	22.45	0	0.00	0	0.00	185	22.45
Tamil Nadu			29	38.77	0	0.00	0	0.00	29	38.77
Punjab							20.00	19.00	20	19.00
Total	0	0.00	214	61.22	22	162	42	167.67	278	391.31

**Statement II**

*State-wise Potential Created-2004-2005 to 2007-08  
(Position As on 29 February 2008)*

Sl.No.	State	Potential (Ha)			
		2004-05 RIDF X	2005-06 RIDF XI	2006-07 RIDF XII	2007-08 RIDF XIII
1.	Andhra Pradesh	52214	37666	137300	156225
2.	Arunachal Pradesh				
3.	Assam	5060	111687		
4.	Bihar		60000	10793	24524
5.	Goa				
6.	Gujarat	36377	429412	52979	204230
7.	Haryana	26299		29307	53886
8.	Himachal Pradesh	7820	8779	5799	2766
9.	Jammu and Kashmir	13383	155	6312	1382
10.	Karnataka	26281	45298	3323	74241
11.	Kerala	6638	15346	930	15415
12.	Madhya Pradesh	56722	22585	105901	227691
13.	Maharashtra		14780	28831	73565
14.	Manipur		5660		
15.	Meghalaya		718	1677	
16.	Mizoram	349		195	
17.	Nagaland		394	1684	
18.	Orissa	65709	48902	52739	20100
19.	Punjab	22878	38186	31332	17397
20.	Radasthan	4284	66537	26964	44367
21.	Tamilnadu	69781	81289	7598	8563
22.	Tripura			3065	
23.	Uttar Pradesh	240538	358366	577792	492421
24.	West Bengal	89189	124566	34088	31642
25.	Sikkim	440	353	260	204
26.	Jharkhand	4860	11000		20295
27.	Chhattisgarh	14054	24763	18466	6155
28.	Uttarakhand	8164	1650	5307	36054
Total		751040	1508092	1142642	1511123

**Fast Track Consumer Courts**

1458. SHRI S.K. KHARVENTHAN: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there is any proposal to set up State Level Fast Track Consumer Courts for speedy disposal of consumer complaints; and

(b) if so, the details thereof?

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): (a) No Sir.

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

**Protection of Majuli River Island**

1459. SHRI M.K. SUBBA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government had recently called a review meeting to assess the damage caused to Majuli river island by way of erosion and flood devastation;

(b) if so, the nature and extent of damage to Majuli by the floods and erosion; and

(c) the central assistance sought and given to restore glory of this unique river island?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) The Hon'ble Prime Minister reviewed the action taken by the Government to counteract the erosion of the Majuli Island in the Brahmaputra River on 29th October, 2007 at New Delhi.

(b) In the meeting, the reasons for erosion of Majuli Island due to Brahmaputra river and the actions needed to address the issue were reviewed. It was also indicated that there had been a gradual but steady erosion of the Island which has led to the reduction in Vaishnavite monasteries to 22 at present.

(c) The Brahmaputra Board has undertaken the measures for protection of Majuli Island from flood and erosion. Upto January, 2008, the following expenditure

has been incurred by Brahmaputra Board from the Central grants:

1. Protection of Majuli-Immediate measure :- 5.92 crores.

2. Protection of Majuli-Phase-I:- 27.90 crores.

In addition to the above, Brahmaputra Board has placed a requirement of Rs. 7.94 crores for meeting the expenditure towards the payment against the completed works related to Majuli protection during the current year. The funds to the Brahmaputra Board are provided during the current financial year under the scheme "River Management Activities and works related to Border Rivers" through which the expenditure on Majuli Protection works is also met. During the current year (2007-08), an amount of Rs. 32.50 crore has been released to Brahmaputra Board under the scheme.

[Translation]

**Grading System for Construction Labourers/Workers**

1460. SHRI AVINASH RAI KHANNA: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government is contemplating to introduce grading system for skilled, semi-skilled and unskilled labourers/workers engaged in construction sector;

(b) if so, the time by which it is likely to be introduced;

(c) whether there has been constant decline in the number of trained engineers in construction sector during the last few years and thereafter till date; and

(d) if so, the reasons therefor alongwith the steps taken by the Government to arrest such decline?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) There is no such proposal under consideration of the Government.

(b) Does not arise.

(c) No such survey has been conducted by the Ministry of Labour and Employment.

(d) Does not arise.

**Killing of People in Test Ranges**

1461. SHRI RAKESH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether there has been an increase in the incidents of death of local people in the bomb blasts carried out in the testing ranges by the army;

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

(c) whether the Government will take cognizance of such incidents in Jabalpur; and

(d) whether the Government proposes to change the locations of these testing range in view of increasing density of population nearby?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) There has been one case of death, that of Shri Raghu Gotia from Village Bichua under jurisdiction of Police Station Panagarh, Jabalpur on June 27, 2007 as reported by Senior Quality Assurance Establishment (Armament) {SQAE(A)} and Long Proof Range (LPR), Khamaria, Jabalpur.

(b) The accident occurred due to the unauthorized entry of the individual into the notified/prohibited/dangerous range during firing.

(c) The concerned Departments are being kept in the picture.

(d) There is no such proposal before the Government.

*[English]*

**Performance of Gramin Dak Seva**

1462. SHRI MADHU GOUD YASKHI:  
SHRI ANIRUDH PRASAD ALIAS SADHU  
YADAV:  
SHRI EKNATH MAHADEO GAIKWAD:  
SHRIMATI NIVEDITA MANE:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Gramin Dak Seva is deteriorating in the country;

(b) if so, whether the Government has chalked out various schemes/proposals in this regard;

(c) if so, the details thereof;

(d) whether the committee set up by the Government in this regard has submitted any/report;

(e) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir.

(b) to (f) Do not arise in view of (a) above.

*[Translation]*

**Fake Army Transport Company**

1463. SHRI HANSRAJ G. AHIR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware of the bunglings involving crores of rupees by fake companies in coal areas in the name of Army Transportation Companies;

(b) if so, the details thereof and action taken against these companies;

(c) the details of such corruption cases registered in the subsidiaries of Coal India Limited (CIL); and

(d) the steps taken to check such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) to (d) A Group of Members of Parliament was constituted by the Ministry of Coal to *inter alia* look into the alleged irregularities by the transport companies of ex-servicemen sponsored by the Directorate General of Resettlement under this Ministry. In pursuance of the recommendations of the Group of MPs, Government has decided to get the allegations investigated by Central Bureau of Investigation.

*[English]***Cochlear Implant Surgery**

1464. DR. M. JAGANNATH: Will the Minister of DEFENCE be pleased to state:

(a) the number of Cochlear implant operations performed at the Army Hospital, Delhi Cantonment, on prelingually deaf children during each of the last three years;

(b) the type of implants used and the cost of each type;

(c) the age group of the children;

(d) whether the children of civilians are permitted to avail of this surgery at the Army Hospital; and

(e) if so, the procedure required for their admission in the hospital?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (e) The number of cases of pre-lingually deaf children on whom Cochlear Implantation has been done during the last three years is as under:-

Year	Number
2005	33
2006	49
2007	43

Type of implant : Nucleus CI24.

Cost of implant : Rs. 6.10 lakhs each.

The age group of the children whose operations have been done during the last three years is as under:

Age Group Years	Year		
	2005	2006	2007
01-05	21	35	34
05-10	12	11	07
10-15	Nil	03	02

The children of civilians are not entitled to avail themselves of this surgery at the Army Hospital.

**Assistance for Artisan Level Training Programme**

1465. SHRI P.C. THOMAS: Will the Minister of TEXTILES be pleased to state:

(a) whether the Union Government has received any proposal from various States for financial assistance to start Artisan Level Training programme relating to State Nirmithi Kendra;

(b) if so, the details thereof alongwith the action taken by the Union Government in this regard, State wise;

(c) whether any fund has been sanctioned by the Union Government for the purpose; and

(d) if so, the details thereof, State wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) No such proposal has been received in the Ministry of Textiles.

(b) to (d) Do not arise.

**Indian Troops in UN Peace Keeping Force**

1466. SHRI REWATI RAMAN SINGH: Will the Minister of DEFENCE be pleased to state:

(a) the names of the countries where Indian troops are presently deployed as part of the United Nations peace keeping force;

(b) the number of troops so deployed and the terms and conditions of the deployment; and

(c) the time by which the deployment is likely to be over?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) The Indian Armed Forces personnel are deployed in six UN Peace Keeping Missions viz., Congo, Lebanon, Ethiopia-Eritrea, Sudan, Golan Heights and Ivory Coast, at present.

(b) A total of 8887 Indian Armed Forces' personnel are presently deployed in UN Peacekeeping operations and UN Headquarters, New York. The terms and conditions of the personnel deployed in these missions are governed by the orders/instructions issued by the UN and Government of India including Memorandum of Understanding/Letter of Assist signed between UN and Government of India.

(c) Each peacekeeping mission is governed by UN mandate which is reviewed from time to time.

*[Translation]*

#### **Special Cards for BPL Families**

1467. SHRI PUNNU LAL MOHALE:  
SHRI MANORANJAN BHAKTA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Union Government has directed the States to issue special green cards to the Below Poverty Line (BPL) families;

(b) if so, the details thereof alongwith the criterion fixed for issuance of these special cards;

(c) whether BPL families owning a few consumer goods and small plots of land have also been excluded from this scheme;

(d) if so, the reasons therefor and the steps taken to include all the BPL families under the scheme;

(e) whether most of the States have completed the work of issuance of special cards; and

(f) if so, the details thereof?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) The Targeted Public Distribution System (TPDS) is operated under the joint responsibility of the Central and the State/UT Governments. The Central Government has taken the responsibility for procurement, storage, transportation and bulk allocation of foodgrains to States and UTs.

The operational responsibilities for allocation of foodgrains within the State/UTs identification of eligible families living below poverty line, issuance of ration cards to them and supervision over and monitoring of the functioning of Fair Price Shops (FPSs) rest with the concerned State/UT Governments.

In order to maintain supplies and securing availability and distribution of essential commodities under TPDS, Public Distribution System (Control) Order 2001, has been notified by the Government of India on 31st August, 2001.

Under Clauses 3 and 4 of the PDS (Control) Order, 2001, and paragraphs 1 and 2 of the attached Annexure are provisions dealing with identification of BPL families and issuance of ration cards to such identified families by State/UT Governments.

Government of India in the Ministry of Consumer Affairs, Food and Public Distribution, has not issued any additional specific guidelines for identification of BPL families (except for identifying Antyodaya families). These guidelines are to be formulated by the concerned State/UT Governments as provided under PDS (Control) Order, 2001. However, the PDS (Control) Order, 2001 stipulates that "State Governments shall issue distinctive ration cards to APL, BPL and Antyodaya families". State and UT Governments therefore, issue ration cards of different colours such as Yellow, Pink and White for various categories of TPDS beneficiaries for convenience in their identification.

(e) and (f) Identification of BPL families and issuance of BPL Cards to them are done by State and UT government as per guidelines issued by the Ministry of Rural Development and Ministry of Urban Development and Poverty Alleviation for rural and urban areas, respectively.

*[English]*

#### **Subsidy to Farmers**

1468. SHRI AMITAVA NANDY: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of the subsidies which are given to farmers by the Government;

(b) whether such subsidies are taken into account while fixing the Minimum Support Price to be paid to farmers for their produce; and

(c) if so, the details thereof?

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): (a) The details of subsidies provided to the farmers by the Government are given in the enclosed statement.

(b) and (c) While formulating its recommendations on price policy for various agricultural commodities, the Commission for Agricultural Costs and Prices(CACP) considers a number of important factors which include cost of production, changes in input prices, input/output

price parity, etc. Changes in input prices reflect the prices/charges for inputs such as seeds, fertilizers, insecticides, manures, irrigation etc. paid by the farmers. Any subsidy provided for such items is reflected in the prices paid by the farmers.

### *Statement*

(Rs. Crore)

Item	2003-04	2004-05	2005-06	2006-07	2007-08(Revised)	2008-09 (Budgeted)
<b>Fertilisers</b>						
1.1 Indigenous	8521	10243	10653	12650	12900	12900
1.2 Imported	NIL	494	1211	3274	6754	7239
1.3 Sale of decontrolled fertilizer with concessions to farmers.	3326	5142	6596	10298	10847	10847
Electricity*	14561	15433	NA	NA	NA	NA
Irrigation**	11150	12964	NA	NA	NA	NA
Other subsidies given to marginal farmers and Farmers' Cooperative Societies in the form of seeds, development of oilseeds, pulses, cotton, rice, maize, crop insurance etc.	4108	4521	NA	NA	NA	NA

Source: 1. Fertilisers data from Expenditure Budget 2008-09, Vol. I of Central Govt.

2. Electricity and Irrigation: Central Statistical Organisation

\* Includes all subsidies to Electricity Boards and Corporations. Separate estimates of Electricity subsidy accountable exclusively to agricultural sector are not available.

\*\* The rates of supply of water to farmers are kept low as a matter of policy, resulting in losses to the Government irrigation system. The excess of operating costs over the gross revenue is treated as imputed irrigation subsidy.

NA: Not Available



*[Translation]***Strikes and Lockouts**

1469. SHRI RAMDAS ATHAWALE: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of strikes and lockouts occurred in the public sector and private sector during each of the last three years and thereafter, till date especially in the tribal areas, sector and State-wise;

(b) the number of mandays wasted on account of this in the country during the said period, State-wise and year-wise;

(c) the number of workers/employees rendered jobless on account of these incidents in the various States during the said period particularly in Gujarat, State-wise and year-wise; and

(d) the steps taken by the Union Government to improve the industrial relations?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) Statement-I showing the number of strikes and lockouts in the public sector and the private sector, State-wise, during 2005, 2006(P) and 2007(P) is enclosed information is not maintained separately for tribal areas.

(b) The details of number of mandays lost due to strikes & lockouts in the country during 2005, 2006(P) and 2007(P) are given in the enclosed statement II.

(c) The details of workers affected due to strikes & lockouts in the country including Gujarat during 2005, 2006(P) and 2007(P) are enclosed as statement III.

(d) The Industrial Disputes Act, 1947, provides a framework for maintaining harmonious industrial relations. The Act facilitates intervention, mediation and conciliation by the Industrial Relations Machinery of the appropriate Government for resolution of industrial disputes.

**Statement I*****Sector-wise, State-wise strikes and lockouts during 2005, 2006(P) and 2007(P)***

State/Union Territory	2005				2006(P)				2007(P)			
	Public		Private		Public		Private		Public		Private	
	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts
1	2	3	4	5	6	7	8	9	10	11	12	13
Andhra Pradesh	11	1	7	4	8	0	10	2	1	0	3	5
Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
Assam	1	0	0	3	*	0	4	6	3	0	0	0
Bihar	0	0	0	0	4	0	0	0	4	0	1	1
Chhattisgarh	1	0	0	0	5	0	1	0	7	0	1	0
Goa	0	0	0	0	0	0	0	0	0	0	0	0
Gujarat	10	0	18	6	5	0	18	4	7	0	21	3
Haryana	1	0	15	1	*	0	14	1	0	0	6	1
Himachal Pradesh	1	0	10	0	*	0	5	0	0	0	5	0
Jammu and Kashmir	1	0	0	0	*	0	0	0	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13
Jharkhand	0	0	0	0	1	0	1	1				
Karnataka	6	0	8	2	4	0	9	3	10	0	6	0
Kerala	4	1	11	2	5	4	4	2	5	0	0	0
Madhya Pradesh	1	0	0	2	2	0	0	0	1	0	0	0
Maharashtra	4	0	2	2	4	0	3	2	2	0	0	0
Manipur	2	0	0	0	0	0	0	0	0	0	0	0
Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0
Mizoram	0	0	0	0	0	0	0	0	0	0	0	0
Nagaland	0	0	0	0	0	0	0	0	0	0	0	0
Orissa	2	0	1	4	7	0	1	0	3	0	2	0
Punjab	2	0	4	0	2	0	11	0	0	0	3	0
Rajasthan	2	0	11	7	2	0	8	7	9	9	5	2
Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
Tamil Nadu	0	0	52	13	10	0	40	11	9	0	37	11
Tripura	0	0	0	0	0	0	0	0	0	0	0	0
Uttarakhand	0	0	3	0	3	0	7	0	1	0	12	0
Uttar Pradesh	2	0	5	2	2	0	9	4	2	0	0	4
West Bengal	3	0	23	182	19	0	10	144	18	0	5	118
Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
Chandigarh	2	0	1	0	1	0	0	0	1	0	1	0
Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
Delhi	0	0	0	0	4	0	0	0	3	0	0	0
Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
All India	56	1	171	228	88	0	155	187	86	0	108	145

Source: Labour Bureau; 0=Nil; ..= Not Available; (P) = Provisional;

- The information pertains to temporary work stoppages involving 10 or more workers due to industrial disputes.
- \* =The number of strikes have been shown as NIL as the same relates to all India strikes and not counted in this State/Union Territory. During the year 2006, four all India strikes took place which have been accounted for in the State/Union Territory in which the mandays lost were maximum but the number of workers involved and mandays lost have been included in the concerned State/Union Territory.
- The information for the year 2006 is based on the returns/clarifications received till 31st December 2007 and information for the year 2007 is based on the returns/clarifications received till 8th February 2008.

**Statement II**

*Mandays Lost (000) on Account of Strikes and Lockouts in the Country, State-wise during 2005, 2006(P) and 2007(P)*

State/Union Territory	Mandays Lost					
	2005		2006(P)		2007(P)	
	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts
1	2	3	4	5	6	7
Andhra Pradesh	365	646	1701	704	38	190
Arunachal Pradesh	0	0	0	0	0	0
Assam	16	96	54	46	7	0
Bihar	23	0	124	0	17	33
Chhattisgarh	10	0	27	0	4	0
Goa	0	0	0	0	0	0
Gujarat	165	22	159	42	60	35
Haryana	494	1	405	14	33	12
Himachal Pradesh	23	0	15	0	8	0
Jammu and Kashmir	0	0	9	0	0	0
Jharkhand	0	0	56	0	0	0
Karnataka	458	0	282	4	94	0
Kerala	3368	251	220	244	10	0
Madhya Pradesh	85	0	119	0	12	0
Maharashtra	952	481	212	237	1	0
Manipur	19	0	0	0	0	0
Meghalaya	0	0	0	0	0	0
Mizoram	0	0	0	0	0	0
Nagaland	0	0	0	0	0	0
Orissa	80	41	159	0	10	0
Punjab	33	0	110	0	49	0
Rajasthan	665	1262	98	1237	270	683
Sikkim	0	0	0	0	0	0

1	2	3	4	5	6	7
Tamil Nadu	536	125	421	299	615	264
Tripura	0	0	0	0	0	0
Uttarakhand	39	0	46	0	21	0
Uttar Pradesh	62	71	53	450	3	39
West Bengal	3349	15867	791	11730	39	2414
Andaman and Nicobar Islands	0	0	0	0	0	0
Chandigarh	47	0	105	0	7	0
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	10	0	154	11	0	0
Daman and Diu	0	0	0	0	0	0
Lakshadweep	0	0	0	0	0	0
Puducherry	0	0	0	0	0	0
All India	10801	18864	5318	15006	1309	3668

Source: Labour Bureau;

0 = Nil; (P) = Provisional; ● = Less than 500

•The information pertains to temporary work stoppages involving 10 or more workers due to industrial disputes.

•The information for the year 2006 is based on the returns/clarifications received till 31st December 2007 and information for the Year 2007 is based on the returns/clarifications received till 8th february 2008.

**Statement III*****State-wise, Year-wise Workers Affected on Account of Strikes and Lockouts during 2005, 2006(P) and 2007(P)***

State/Union Territory	Workers affected					
	2005		2006(P)		2007(P)	
	Strikes	Lockouts	Strikes	Lockouts	Strikes	Lockouts
1	2	3	4	5	6	7
Andhra Pradesh	128100	69910	110922	3995	9640	12100
Arunachal Pradesh	0	0	0	0	0	0
Assam	15832	3652	44226	4753	7535	0
Bihar	23163	0	46188	0	11821	227

1	2	3	4	5	6	7
Chhattisgarh	7700	0	7776	0	4232	0
Goa	0	0	0	0	0	0
Gujarat	78972	497	63022	3332	12541	537
Haryana	21285	118	18976	118	664	317
Himachal Pradesh	6394	0	7830	0	1642	0
Jammu and Kashmir	145		8538	..	0	0
Jharkhand			37198	127		
Karnataka	146268	27	130607	166	47875	0
Kerala	562504	820	156072	820	8203	0
Madhya Pradesh	84773	0	62565	0	12353	0
Maharashtra	929670	1621	61314	1556	771	0
Manipur	600	0	0	0	0	0
Meghalaya	0	0	0	0	0	0
Mizoram	0	0	0	0	0	0
Nagaland	0	0	0	0	0	0
Orissa	23856	783	54304	0	3959	0
Punjab	8544	0	15561	0	44911	0
Rajasthan	54871	4427	55245	4259	19087	2188
Sikkim	0	0	0	0	0	0
Tamil Nadu	31464	1731	111081	2349	74732	3212
Tripura	0	0	0	0	0	0
Uttarakhand	46266	685	31300	4574	2318	4987
Uttar Pradesh	4824	0	9134	0	2814	0
West Bengal	492936	106546	534063	71995	31897	33960
Andaman and Nicobar Islands	0	0	0	0	0	0
Chandigarh	44204	0	26128	0	1119	0
Dadra and Nagar Haveli	0	0	0	0	0	0
Delhi	10413	0	120254	0	4972	0

1	2	3	4	5	6	7
Daman and Diu	0	0	0	0	0	0
Lakshadweep	0	0	0	0	0	0
Puducherry	0	0	0	0	0	0
All India	2722784	190817	1712304	98044	303086	57528

.. = Not Available; (P) = Provisional;

- The information pertains to temporary work stoppages involving 10 or more workers due to industrial disputes.
- The number of workers/employees involved in the strikes and Lockouts remained temporarily out of job till the termination/settlement of the strikes/Lockouts.
- The information for the year 2006 is based on the returns/clarifications received till 31st December 2007 and information for the year 2007 is based on the returns/clarifications received till 8th February 2008.

[English]

#### Financial Assistance to Traditional Milk Societies

1470. SHRI S. AJAYA KUMAR:  
DR. K. DHANARAJU:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether some States in the country are facing shortage of milk and milk products;

(b) if so, the details thereof;

(c) whether many traditional milk societies in the country particularly in the State of Kerala are not able to expend their activities due to financial constraints;

(d) if so, the details thereof; and

(e) the steps proposed to be taken by the Government to extend financial assistance to these traditional milk societies?

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): (a) and (b) The State of Kerala has reported shortage of milk due to change in climate, non-availability of green fodder, escalated cost of feed items, etc. As per the report, the average daily milk procurement in the State during the current financial year (up to February) is 7.5 lakh litres per day (LLPD) while the sales, including requirement of milk for milk products, is 10.00 LLPD.

(c) to (e) Government of India is not aware of any financial constraints being faced by the traditional milk societies in the country, particularly in the State of Kerala. However, Government is implementing two centrally sponsored schemes for dairy development, namely 'Strengthening Infrastructure for Quality and Clean Milk Production' and 'Intensive Dairy Development Programme' to strengthen dairy infrastructure and dairy co-operative societies. A central sector scheme 'Assistance to Co-operatives' is also being implemented for rehabilitation of sick co-operative milk unions. Also a credit linked central sector scheme, namely 'Dairy/Poultry Venture Capital Fund' is implemented through National Bank for Agriculture and Rural Development (NABARD) for providing financial assistance in the form of loan to entrepreneurs for creation of dairy infrastructure.

#### Special Package for Creation of Employment

1471. SHRI RAYAPATI SAMBASIVA RAO:  
PROF. RASA SINGH RAWAT:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the details of schemes/programmes being run by the Government for the welfare and upliftment of labourers engaged in different sectors;

(b) the funds allocated, released and utilized under such schemes/programmes during each of the last three years and thereafter till date, schetne/programme-wise;

(c) whether the Government has brought out any special package to solve the problem of unemployment among the labourers of the country; and

(d) if so, the details thereof alongwith the fund allocated for the purpose during the Eleventh Plan Period?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) Following legislations have been enacted by the Parliament to set up welfare funds to be administered by the Ministry of Labour & Employment to provide health care, education, housing and recreational facilities to the beedi, cine and certain non-coal mine workers in the unorganized sector.:

1. The Mica Mine Labour Welfare Fund Act, 1946;
2. The Limestone and Dolomite Mines Labour Welfare Fund Act, 1972;
3. The Iron Ore Mines, Manganese Ore Mines and Chrome Ore Mines Labour Welfare Fund Act, 1976;
4. The Beedi Workers Welfare Fund Act, 1976; and
5. The Cine Workers Welfare Fund Act, 1981

Basic Health Care is extended to these workers through 9 hospitals and 264 dispensaries all over the country. In addition, liberal reimbursement of medical expenditure for treatment of serious diseases like heart ailment- up to Rs. 1.30 lakh, kidney transplantation- up to Rs. 2 lakh; treatment of cancer-actual expenditure; and minor operations like hernia, prostate, appendectomy, gyneac operation, etc.- up to Rs. 30,000/- is allowed. Women workers are entitled for maternity benefit amounting to Rs. 1000/- for each delivery upto two deliveries; Widow/Widower workers are granted Rs. 5000/- each for conducting marriage of their two daughters, financial assistance of Rs. 1500/- as funeral

expenses, purchase of spectacles Rs. 300/- and family welfare operation Rs. 500/-, etc. The Beedi workers and the Cine Workers are covered under the Group Insurance Scheme wherein Rs. 10,000/- for natural death and Rs. 25,000/- on accidental death is paid by L.I.C.

Under the education scheme, scholarships are paid from Rs. 250/- to Rs. 8000/- to the wards of the worker who are studying in Class-I to Professional Courses per child per annum.

Under the revised Integrated Housing Scheme, a uniform subsidy of Rs. 40,000/- is provided to a workers having his own land. In this scheme, worker has to contribute Rs. 5000/- after the administrative approval is issued by the Ministry, which is returned to worker at the time of the release of 2nd installment.

Mine managements are provided with 75% of the actual cost incurred for the arrangement of drinking water facilities.

Funds allocated/released and utilized during the years 2004-05, 2005-06, 2006-07 and 2007-08 (Up to January, 2008) are given in the enclosed statement-I.

(c) and (d) Central Government has been implementing various employment generation and poverty alleviation schemes/programmes such as Pradhan Mantri Rozgar Yojana (PMRY); Swarna Jayanti Shahari Rozgar Yojana (SJSRY); Swarnajayanti Gram Swarajgar Yojana (SGSY); Sampurna Grameen Rozgar Yojana (SGRY); Rural Employment Generation Programme (REGP) and National Rural Employment Guarantee Act, 2005 (NREGA) for creation of employment opportunities. Physical and financial progress of the above schemes/programmes of during the last three years is given in the enclosed statement-II.

#### **Statement I**

*Funds Allocated/Released & Utilised during the Years 2004-05, 2005-06, 2006-07 & 2007-08 (Upto January, 2008)*

(Rs. in thousands)

	Beedi Workers Welfare Fund	Iron Ore Mines, Manganese Ore Mines & Chrome Ore Mines Labour Welfare Fund	Limestone & Dolomite Mines Labour Welfare Fund	Cine Workers Welfare Fund	Mica Mines Labour Welfare Fund
	1	2	3	4	5
2004-2005					
Fund allocated/released	979800	126000	94000	9200	13500
Utilized	891463	99482	75434	8300	10688

	1	2	3	4	5
2005-2006					
Fund allocated/released	1465000	117500	85000	10100	13800
Utilized	1332900	95920	79553	9591	12273
2006-2007					
Fund allocated/released	1365000	133500	99400	10300	14000
Utilized	1351120	86355	77561	8913	11616
2007-2008 (up to January 2008)					
Fund allocated/released	2366100	129000	114200	13500	15100
Utilized	1236838	58364	50566	6491	10568

**Statement II***Performance of Various Employment Generation Schemes during the Years 2004-05 to 2006-07*

S.No.	Name of the schemes	Funds Allocation & Employment Generation		
		Year 2004-05	Year 2005-06	Year 2006-07
1	2	3	4	5
1.	<b>Sampoorna Grameen Rozgar Yojana (SGRY)</b>			
	(i) Central Allocation (Rs. In crores)	4495.25	5396.50	2911.54
	(ii) Central Release (Rs. In crores)	6080.13	7052.29	3855.69
	(iii) Employment Generated (In lakhs Mandays)	8330.53	8218.45	4244.26
2.	<b>Swarnajayanti Gram Swarozgar Yojana (SGSY)</b>			
	(i) Central Allocation (Rs. In crores)	1000.00	1000.00	1100.00
	(ii) Central Release (Rs. In crores)	900.10	910.27	1040.16
	(iii) Swarozgaries assisted (In lakh numbers)	11.16	11.51	16.46
3.	<b>Swarn Jayanti Shahari Rozgar Yojana (SJSRY)</b>			
	(i) Tentative Allocation (Rs. In lakhs)			
	(ii) Actual funds Released (Rs. In lakhs)	9910.00	15459.00	23610.62
	(iii) Number of Urban poor assisted to set up Individual/ Group Micro Enterprises for Self Employment (In actual numbers)	12200.70 90566	15588.09 99956	24868.45 93451
	(iv) Employment Generated (In lakh Mandays)	31.24	42.86	41.68



1	2	3	4	5
4.	<b>Prime Minister's Rozgar Yojana (PMRY)</b>			
(i)	Funds released (Rs. In lakh)			
(ii)	Funds utilized (Rs. In lakh)	2715.43	2082.12	1947.16
(iii)	Estimated Employment Generated	1924.86	2064.17	432.08
	(In lakh mandays)	3.72	4.01	3.43
5.	<b>Rural Employment Generation Programme (REGP)</b>			
(i)	Margin Money Utilised (Rs. In Crore)	292.40	320.96	371.45*
(ii)	Additional employment opportunities Generated	5.30	5.68	5.01*
	(In lakhs)			
6.	<b>National Rural Employment Guarantee Act (NREGA)</b>			
(i)	Total Fund Released (Rs. In lakh)	—	445085	906253
(ii)	Total Utilization (Rs. In lakh)	—	250582	880811
(iii)	Physical Achievement (lakh Mandays)	—	3043.57	9025.74

\* Provisional

# The districts of NFFWP subsumed in NREGA w.e.f. 02.02.2008

**Investment of Post Office Insurance Funds**

1472. SHRI BRAJA KISHORE TRIPATHY:  
SHRI NAND KUMAR SAI:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to invest post office insurance funds in the stock market in the country;

(b) if so, the details thereof;

(c) the estimated funds of various schemes of post office likely to be spent on stock market; and

(d) the steps likely to be taken by the Government to check proper utilization of such funds?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Sir, the Government proposes to freeze the existing Corpus of Post Office Insurance Fund and convert it into dated securities over a period of three years. The future accretion to the fund are proposed to be invested as per the Insurance Regulatory and Development Authority (Investment) Regulations, 2000 and IRDA (Investment) (Amendment) Regulations, 2001, and further amendments thereto from time to time.

(b) The future accretion from the Post Office Insurance Funds are proposed to be invested as per the Insurance Regulatory and Development Authority (Investment) Regulations, 2000 and IRDA (Investment) (Amendment) Regulations, 2001, and further amendments thereto from time to time.

(c) As mentioned in para (b) above.

(d) To check proper utilization of funds firstly, Government proposes that the funds will be given to the Fund Managers under "passive" or "non-discretionary" mode for investment as per IRDA (Investment) Regulations 2000.

Secondly, an Investment Board will be constituted headed by Member (I&FS) Postal Services Board and consisting of other members such as financial experts, Actuary and Joint Secretary of Ministry of Finance. The Board will be the apex body for the purpose of laying down the policy guidelines and investment strategy, which will set the framework for the day-to-day decision on investment.

Thirdly, there will be a Chief Investment Officer, who will be heading the Investment Division. He will execute the policy framework and structure of the investment decided by the Investment Board.

**Hacking of Websites**

1473. SHRIMATI RUPATAI D. PATIL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:-

(a) whether a number of cases of hacking of Government Websites especially of the Ministry of Defence have come to the notice of the Union Government;

(b) if so, the details thereof alongwith the names of the Ministries/Departments whose Websites have been hacked during the last three years, till date;

(c) whether the Government has conducted any official study of the shortcomings in order to ensure cyber security;

(d) if so, the details thereof;

(e) whether the Government has taken any remedial measures in regard to maintaining cyber security in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) As per the information tracked by, and reported to Indian Computer Emergency Response Team (CERT-In), Department of Information Technology, a number of Government websites have been hacked during the period January, 2005 to February, 2008; of which one pertained to a defence related pay office in January, 2006.

The websites hacked included those belonging to Ministry of Railways, Air Cargo Customs (Mumbai), Forward markets Commission, National Institute of Health and Family Welfare, National Institute of Social Defence, Department of Administrative Reforms and Public Grievances, Wireless Planning and Coordination Wing, Bharat Sanchar Nigam Limited, Telecom Regulatory Authority of India, Department of Information Technology and Anthropological of India.

(c) to (f) The websites were hacked by exploiting technical vulnerabilities in the operating systems, web server, database software and application software.

The Government has taken several remedial measures in regard to securing the websites and

enhancing the cyber security of information technology infrastructure in the country; these include.

- (i) CERT-In has published a Security Guideline for "Securing Websites" and these have been widely circulated for implementation.
- (ii) CERT-In issues security alerts, advisories to prevent occurrence of cyber incidents and also conducts security workshops and training programs on regular basis to enhance user awareness.
- (iii) The organizations operating critical information infrastructure has been advised to implement information security management practices based on International Standard ISO 27001.

[English]

**Increase in Sugarcane Prices**

1474. SHRIMATI MANORAMA MADHAV RAJ:  
SHRI M. SHIVANNA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there has been a demand from sugarcane growers across the country particularly from Karnataka and Maharashtra to increase the support price of sugarcane;

(b) if so, the details thereof *vis-a-vis* the present support price of sugarcane;

(c) whether the Government proposes to announce the increased support price of sugarcane in the near future; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): (a) Demand has been received for increasing the Statutory Minimum Price (SMP) of sugarcane for the sugarcane growers of Karnataka.

(b) The SMP of sugarcane payable by sugar factories for the sugar season 2007-08 has been fixed at

Rs. 81.18 per quintal linked to a basic recovery of 9% subject to a premium of Re. 0.90 for every 0.1% increase above the basic recovery.

There has been a demand to enhance sugarcane price for the sugar season 2007-08 by at least Rs. 200/- per tonne, as one time measure, in respect of 46 sugar mills working in Karnataka. There has also been demands for additional payment of Rs. 300/- per tonne as also fixation of SMP at Rs. 1200/- per tonne of sugarcane.

(c) No, Sir.

(d) Does not arise.

#### **Extension of MTNL Services**

1475. SHRI SUGRIB SINGH:

SHRI KISHANBHAI V. PATEL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to extend the services of Mahanagar Telephone Nigam Limited (MTNL) to areas beyond Delhi and Mumbai;

(b) if so, whether the Government has received any concrete expansion proposal from MTNL in this regard;

(c) if so, the details thereof;

(d) the action taken/being taken by the Government in this regard;

(e) whether the MTNL expansion plan will not affect the business of BSNL in their areas;

(f) if so, the details thereof; and

(g) the remedial measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (d) Sir, No such proposal is under consideration.

(e) to (g) Do not arise in view of (a) to (d) above.

#### **Allocation to Technology Upgradation Fund Scheme**

1476. SHRI ASADUDDIN OWAISI: Will the Minister of TEXTILES be pleased to state:-

(a) whether the Government has requested the Planning Commission to allocate more funds under Technology Upgradation Fund Scheme (TUFS) during the Eleventh Five Year Plan in comparison to Tenth Plan;

(b) if so, the details thereof and the reaction of the Planning Commission thereto; and

(c) the steps taken or being taken by the Government to implement the scheme with the changing scenario of international market?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) Yes, Sir.

(b) The Planning Commission has agreed to allocate enhanced fund for Technology Upgradation Fund Scheme (TUFS) during the Eleventh Five Year Plan. In the first two years of the Eleventh Plan period i.e. 2007-08 and 2008-09 Rs. 945 crore and Rs. 1140 crore respectively have allocated.

(c) The Government have reframed and fine tuned the financial and technical parameters of the Scheme to suit the changing scenario of international market.

*[Translation]*

#### **Foodgrain Production**

1477. SHRI TUKARAM GANPAT RAO RENGE PATIL:

SHRI BASU DEB ACHARIA:

SHRI MANSUKHBHAI D. VASAVA:

SHRI JUAL ORAM:

SHRI G. KARUNAKARA REDDY:

SHRI SURESH ANGADI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether rising population, industrial and trade activities and emphasis on cash crops have led to a decline in food production;

(b) if so, the strategy adopted by the Government in this regard;

(c) whether studies by the Planning Commission and National Council for Agricultural Economics and Policy Research (NCAEPR) have revealed that there is a need to enhance both production and productivity for food and nutritional security;

(d) if so, the details thereof and action taken thereon;

(e) whether the Indian Council of Agricultural Research (ICAR) and Agricultural Universities have made any contribution in increasing foodgrain production;

(f) if so, the details thereof; and

(g) the details regarding steps taken by the Government to launch second green revolution in the country?

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): (a) and (b) The highest ever foodgrain production of 219.32 million tones is estimated for the year 2007-08 (11nd Advance Estimate, 2007-08).

(c) to (g) The National Development Council in its 53rd meeting resolved to increase the production of rice by 10 million tones, wheat by 8 million tones and pulses by 2 million tones by 2011-12 to ensure food security for the growing population. The Indian Seed Programme engages the Central and State Governments, Indian Council of Agricultural Research (ICAR), State agricultural universities (SAU), and the cooperative and private sectors in its programme. The ICAR has been operating a Mega Seed project at the cost of Rs. 200.00 crores in most of its crop science, horticultural science and fisheries science institutes and in many SAUs for producing quality seeds for ultimate use by the farmers through out the country, whereby it envisages for better seed replacement rate, leading to enhanced production and productivity of cereals, pulses, oilseeds, vegetables and fishes.

The Government has launched a Centrally Sponsored Scheme on National Food Security Mission (NFSM) in pursuance of the resolution of the National Development Council (NDC). The Rashtriya Krishi Vikas Yojana (RKVY) has also been launched with an aim to achieve 4 per cent annual growth in the agriculture sector during the Eleventh Five Year Plan by ensuring a holistic development of agriculture and allied sectors.

*[English]*

### **Merger of BSNL and MTNL**

1478. SHRI CHANDRAKANT KHAIRE: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has any proposal to merge or synergise BSNL and MTNL operations in the near future;

(b) if so, whether the modalities have been worked out in this regard;

(c) if so, the details thereof;

(d) the extent to which the merger is likely to help in improving the efficiency of the two public undertakings in providing cost effective service to the people; and

(e) the steps taken/being taken to safeguard the interests of workers in both the organisations?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (e) A consortium of consultants led by M/s ICICI Securities, appointed by the Government to advise and aid the Government in restructuring of MTNL and BSNL for achieving higher synergies in their operations, has suggested some options for restructuring. Since the enabling conditions for the suggested options are not appropriate enough to lead to a successful merger and considering the complexity of the issues involved, the restructuring of BSNL and MTNL has been put on hold for the time being.

*[Translation]*

### **Disinvestment in BSNL**

1479. PROF. VIJAY KUMAR MALHOTRA:  
SHRI SANTOSH GANGWAR:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has any proposal to disinvest in Bharat Sanchar Nigam Limited (BSNL) for its development and expansion purposes;

(b) if so, the details thereof;

(c) the total amount available with BSNL at present and the amount required for its development and expansion plan; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir.

(b) Does not arise in view of (a) above.

(c) and (d) The amount budgeted for development and expansion of BSNL in 2007-08 and 2008-09 are Rs. 14065 crores and Rs. 18591 crores respectively, will be met out of funds available by internal generation over the years.

*[English]*

#### **National Commission on Farmers**

1480. SHRI RAMESH DUBE:  
SHRI K. FRANCIS GEORGE:  
SHRI S.K. KHARVENTHAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Commission on farmers has submitted its report to the Government;

(b) if so, the details of the main recommendations of the Commission;

(c) whether the Government has accepted the recommendations made by the Commission; and

(d) if so, the steps taken by the Government to implement the recommendations?

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): (a) Yes, Sir.

(b) to (d) The National Commission on Farmers (NCF) submitted five reports to the Government alongwith the Revised Draft National Policy for Farmers. Based on the recommendations of NCF, as contained in the Revised Draft National Policy for Farmers, the Government has

approved the National Policy for Farmers 2007 which has already been laid on the Table of the House in November 2007. The recommendations made by the Commission, as accepted by the Government and incorporated in the National Policy for Farmers include, inter alia, asset reforms in respect of land, water, livestock, fisheries and bioresources; support services and inputs like application of frontier technologies; agricultural biosecurity system; supply of good quality seeds and disease-free planting material; issue of soil health passbooks to the farmers and integrated pest management system; region and crop specific implements and machinery; support services for women like creches, child care centres, nutrition, health and training; timely, adequate and easy reach of institutional credit at reasonable interest rates and farmer-friendly insurance instruments; use of Information and Communication Technology and setting up of farm schools to revitalize agricultural extension; coverage of farmers under a comprehensive national social security scheme; effective implementation of MSP across the country and establishing community foodgrain banks; development of agricultural market infrastructure and terminal markets for agriculture; curriculum reforms in agricultural universities; special categories of farming like organic farming and contract farming; rural non-farm employment, initiatives for farm households; and integrated approach for rural energy, etc.

Many of the provisions contained in the National Policy for Farmers 2007 are already under implementation by various Central Ministries and Departments and the States through the on-going schemes and programmes. Recently Government launched two new schemes *i.e.* National Food Security Mission and Rashtriya Krishi Vikas Yojana which are expected to go a long way in realizing the provisions of the National Policy for Farmers 2007, through state specific de-centralized strategy taking into account the agro-climatic and other local conditions for development of agriculture sector.

*[Translation]*

#### **Export of Oilseeds**

1481. SHRI SURAJ SINGH:  
SHRI RAMJI LAL SUMAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has allowed the export of oilseeds;

(b) if so, the details thereof; and

(c) the value of oilseeds exported during the last three years?

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): (a) and (b) As per extant Foreign Trade Policy announced by Ministry of Commerce & Industry from time to time there is no restriction on the export of oilseeds.

(c) The value of major oilseeds\* exported during the last three years *i.e.* 2004-05, 2005-06 and 2006-07 was Rs. 1292.85 crores, Rs. 1369.26 crores and Rs. 1862.58 crores respectively.

(Source: Website of Department of Commerce)

#### **Welfare Scheme for Handloom Workers/Weavers**

1482. SHRI PUSP JAIN:

SHRI JOACHIM: BAXLA:

Will the Minister of TEXTILES be pleased to state:

(a) the details of schemes being implemented for the welfare of handloom factories and workers/weavers at present in the country, State-wise;

(b) the funds allocated, released and utilized under such schemes during each of the last three years and thereafter, till date, State-wise and Scheme-wise;

(c) whether the Government has formulated any policy to ensure that the benefit of these schemes reach the targeted beneficiaries and poor workers/weavers;

(d) if so, the details thereof; and

(e) the funds allocated for the purpose during the Eleventh Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) At present, the Government of India is implementing (1) Integrated Handlooms Development Scheme, (2) Marketing and Export Promotion Scheme, (3) Mill Gate Price Scheme, (4) Handloom Weavers Comprehensive Welfare Scheme and (5) Diversified Handloom Development Scheme for the welfare of the handloom weavers and overall development of the handloom sector

(b) The above schemes have come into operation from the current financial year only *i.e.* 2007-08. No funds are allocated state-wise under any of the schemes. Funds allocated under the aforesaid Schemes during the current year and funds released are as under:-

(Rs. in crore)

S.N.	Name of the Scheme	Funds allocated (Revised Estimate)	Amount Released as on 07.02.08
1.	Integrated Handlooms Development Scheme	111.00	82.18
2.	Marketing & Export Promotion Scheme	24.20	8.12
3.	Mill Gate Price Scheme	23.50	13.46
4.	Handloom Weavers Comprehensive Welfare Scheme	126.22	119.85
5.	Diversified Handloom Development Scheme	9.62	4.11
Total		294.54	227.72

Details about State-wise releases (upto 7.2.2008) are in the Statement.

(c) and (d) While the State Governments are responsible for overall implementation and monitoring of the programmes, the office of the Development

commissioner for Handlooms monitors the smooth implementation of the projects sanctioned through field visits and inter-action with the State Government

authorities so that the benefits of these schemes reach the targeted beneficiaries/weavers.

Moreover, for effective implementation of Handlooms related schemes, specialized agencies are engaged for implementation so that benefits should reach the intended beneficiaries. The components of Handloom Weavers Comprehensive Welfare Scheme (HWWCS) are Health Insurance Scheme (HIS) and Mahatma Gandhi Bunkar Bima Yojana (MGBBY). For the implementation of the HIS, a specialized agency, ICICI, Lombard has been engaged. Likewise, for implementation of MGBBY, LIC has been engaged. In the first phase of cluster development, 20 clusters have been taken up. For the implementation of the Integrated Handloom Cluster Development Scheme, professional agencies have been engaged such as Entrepreneur Development Institute of India (EDI) Textile Committee, State Institute of Rural Development of Assam, Asian Society for Entrepreneurship Education and Development, Indian Institute of Entrepreneurship, Andhra Pradesh State Handloom Weavers Cooperative Society Ltd. (APCO), H.P. State Handloom Corporation Ltd., Karnataka Handloom Development Corporation (KHDC), Kerala State Handloom Development Corporation, Orissa State Handloom Weavers Coop. Society (Boyanika), Tamil Nadu Handloom Weavers Coop. Society (Co-optex). The task relating to implementation of Handloom Mark has been entrusted to the Textile Committee.

(e) It has been proposed to allocate Rs. 2059.51 crore during XI Five Year Plan for the above 5 schemes.

#### **Statement**

*Details of releases made during 2007-2008 (upto 7.2.08) to various States under different Handloom Plan Schemes*

(Rs. in Crores)

Sl.No.	Name of the State	Integrated Handloom Development Scheme 2007-08	Marketing & Export Promotion Scheme 2007-08
1	2	3	4
1.	Andhra Pradesh	16.78	0.64
2.	Arunachal Pradesh	0.00	0.03

1	2	3	4
3.	Assam	7.85	1.43
4.	Bihar	0.88	0.00
5.	Chhattishgarh	0.84	0.38
6.	Delhi	0.00	0.13
7.	Goa	0.00	0.00
8.	Gujarat	1.07	0.16
9.	Haryana	0.05	0.07
10.	Himachal Pradesh	0.21	0.09
11.	Jammu and Kashmir	0.90	0.06
12.	Jharkhand	0.00	0.00
13.	Karnataka	1.73	0.30
14.	Kerala	4.48	0.00
15.	Madhya Pradesh	1.46	0.85
16.	Maharashtra	0.00	0.72
17.	Manipur	3.36	0.00
18.	Meghalaya	0.54	0.17
19.	Mizoram	0.00	0.24
20.	Nagaland	1.94	0.81
21.	Orissa	3.81	0.41
22.	Pondicherry	0.00	0.00
23.	Punjab	0.00	0.00
24.	Rajasthan	0.26	0.35
25.	Sikkim	0.00	0.03
26.	Tamil Nadu	29.58	0.00
27.	Tripura	1.35	0.03
28.	Uttar Pradesh	2.36	0.86
29.	Uttaranchal	0.36	0.05
30.	West Bengal	2.37	0.31
Total		82.18	8.12

**Note :** State-wise allocation is not made under any of the scheme. Based on viable projects received, funds are released to the State Governments. In case of Handloom Weavers Comprehensive Welfare Scheme, funds are released to the implementing agencies i.e. ICICI and LIC. Like-wise, in case of Mill Gate Price Scheme, funds are released to the National Handloom Development Corporation, Lucknow on reimbursement basis.

*[English]***Dispute in Allocation of Spectrum**

1483. SHRI RAVI PRAKASH VERMA:  
SHRI ANANDRAO VITHOBA ADSUL:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has announced a roadmap for allocation of additional airwaves to operators;

(b) if so, the details thereof;

(c) the extent to which the spectrum has been increased;

(d) whether there is any dispute with TRAI in regard to allocation of more spectrum to operators;

(e) if so, the reasons therefor; and

(f) the steps taken/being taken by the Government in this regards?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (f) The Telecom Regulatory Authority of India (TRAI) in its report of 28.08.2007 on "Review of license terms and conditions and capping of number of access providers", had recommended among others, a revised subscriber based criteria for allotment of additional spectrum, for more efficient use of spectrum taking into account technological features etc. After detailed deliberations, the spectrum allocation criteria for public mobile telecom services have been revised in line with the TRAI's recommendations, and necessary orders have been issued on 17th January, 2008.

*[Translation]***Transfer of Properties in Cantonment Areas**

1484. SHRI SANTOSH GANGWAR: Will the Minister of DEFENCE be pleased to state:

(a) the procedure regarding the transfer of properties in the Cantonment areas of the country and the basis on which such properties have been transferred during the last three years; and

(b) the details of such properties, State-wise and area-wise?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

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

**Payment for Procurement of Paddy**

1485. SHRI HEMMAL MURMU: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has directed the Food Corporation of India to ensure payment to farmers for procurement of their paddy on the same day as is procured by Primary Agriculture Co-operative Societies during the current financial year;

(b) if so, the details thereof alongwith the quantum of paddy procured and payment made in pursuance of the above policy; and

(c) the targets fixed and achieved for procurement of paddy during 2007-08 and 2008-09?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): (a) and (b) Food Corporation of India (FCI) has been directed to ensure prompt payment to farmers. 212.3 lakh tonnes of paddy has been procured in Kharif Marketing Season (KMS) 2007-08 as on 4.3.2008. Farmers are paid the Minimum Support Price plus incentive bonus as applicable by the procuring agencies.

(c) The annual requirement of rice is 250 lakh tonnes for Targeted Public Distribution System and Welfare Schemes. Since procurement by Government agencies (FCI and State agencies) is open ended no targets are fixed. However on the basis of estimates given by State Food Secretaries it is estimated that 276 lakh tones of



rice would be procured in Kharif Marketing Season (KMS) 2007-08. As on 4.3.2008, 203.7 lakh tonnes of rice has been procured. KMS 2008-09 will commence on 1.10.2008.

#### **Production of Clothes in Handloom Sector**

1486. SHRIMATI BHAVANA PUNDALIKRAO GAWALI: Will the Minister of TEXTILES be pleased to state:

(a) whether there has been continuous decline in the production of clothes in handloom sector during the one decade including current year in comparison to the targets fixed ;

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

(c) the measures being taken by the Government to boost the production of clothes and to achieve the targets fixed?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) The estimated cloth production in handloom sector and targets fixed during the one decade (from 1997-98 to 2007-08) is as under:—

Year	Target (in million sq. Mtr.)	Production (in million sq. Mtr.)
1997-98	6877	7803
1998-99	7338	6792
1999-2000	7795	7352
2000-01	8282	7506
2001-02	8800	7585
2002-03	4005	5980
2003-04	4239	5493
2004-05	4491	5722
2005-06	4752	6108
2006-07	5031	6536
2007-08 (Prov.) (April-Jan. 08)	7865	6536

(b) The handloom sector is highly decentralized in nature and therefore the production in the handloom is estimated on the basis of domestic delivery of hank yarn in kgs. The production of handloom cloth during 1998-99 to 2001-02 had not met target due to the higher targets set. Considering this fact, during the Mid Term appraisal of Tenth Five year Plan, the target for handloom cloth was revised for the period 2002-03 to 2006-07. The production of handloom cloth had shown increasing trend during 1997-98 to 2001-02 except in the year 1998-99 which is due to the tandem with fall in total cloth production. The production during 2002-03 recorded a fall in comparison to previous year due to withdrawal of excise duty exemption on hank yarn. However, the production recorded a upward trend from the year 2003-04 onwards.

(c) Government of India is implementing number of schemes to enhance production, productivity and efficiency of the handloom sector and enhance the income and socio-economic status of the weavers by upgrading their skill and providing infrastructural input and marketing support. During the 11th Five year Plan, the following schemes have been formulated for upliftment of handloom sector:—

- (i) Integrated Handlooms Development Scheme.
- (ii) Marketing and Export Promotion Scheme.
- (iii) Handloom Weavers Comprehensive Welfare Scheme.
- (iv) Mill Gate Price Scheme.
- (v) Diversified Handloom Development Scheme.

*[English]*

#### **Special Package for Promotion of Jute Industry**

1487. SHRI NAVJOT SINGH SIDHU: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government has announced a special package to promote the Jute Industry in the country;

(b) if so, the details thereof alongwith the funds allocated for the purpose during Eleventh Plan Period; and,

(c) the further steps being taken by the Government to revamp the Jute Industry?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) and (b) Yes, Sir. The Ministry of Textiles has launched the Jute

Technology Mission (JTM), w.e.f. 2007-08 for a period of five years to promote the jute industry in the country. An amount of Rs. 355.55 Crores has been allocated for the implementation of the schemes for the Mini Mission I to IV of the Jute Technology Mission during Eleventh Plan Period. The schemes of the Mini Mission I & II are being implemented by the Ministry of Agriculture and the schemes of the Mini Mission-III & IV are being implemented by the Ministry of Textiles. The fund allocation to all four Mini Missions are as given below:

Missions	Implementing Agency	Outlay (Rs crores)
MM-I	Deptt of Agricultural Research & Education	70.5
MM-II	Deptt of Agriculture & Cooperation	49.90
MM-III	Ministry of Textiles	38.80
MM-IV	Ministry of Textiles	260.00

(c) Ministry of Textiles, through Mini Mission-III and Mini Mission-IV is executing schemes for Development of Marketing Infrastructure in Jute, Schemes for Modernisation of Jute Mills, and Schemes for Promotion of Jute Diversification.

Apart from the Jute Technology Mission Schemes, the Government of India provides support to Jute Industry through reservation of packing certain commodities in Jute. During the year 2007-08, foodgrains and sugar were reserved 100%. In addition, Jute Manufactures Development Council through collection of Jute Cess, assists the Industry in Export and Marketing of Jute Products and explore avenues for new markets.

[Translation]

**Increase in Prices of Infant Foods  
and Milk Products**

1488. SHRI THAWAR CHAND GEHLOT: Will the Minister of AGRICULTURE be pleased to state:

(a) the details and reasons for increase in the prices of milk based infant foods and milk powder during the last three years, production and year-wise; and

(b) the measures being taken by the Government to check the rise in process of milk products essential for child nutrition in the country?

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): (a) Increases in the prices of milk-based infant foods and milk powder has been mainly due to increase in the costs of production, procurement, processing and marketing of milk and milk products. The production of milk powders of all kinds in the country during the last three years was as follows:

(Tonnes)			
Year	2004-05	2005-06	2006-07
Production	146952	148064	153010

(b) Government does not control the production of milk products in quantitative terms as this is a market driven activity and increased production will automatically address the demand of child nutrition.

**Contribution of Animal Husbandry in GDP**

1489. SHRI MAHAVIR BHAGORA: Will the Minister of AGRICULTURE be pleased to state:

(a) the contribution of fisheries, dairying and animal husbandry in the total Gross Domestic Product (GDP) during the Ninth, Tenth and Eleventh Five Year Plans in the country alongwith the percentage thereof;

(b) the details of the funds allocated to these sectors during the said period;

(c) whether it is not sufficient for the development of the said sectors; and

(d) if so, the steps taken by the Government to provide adequate funds to these sectors?

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):

(a) The requisite information is given in the enclosed statement-I.

(b) The requisite information is given in the enclosed statement-II.

(c) and (d) The Cabinet Committee on Economic Affairs (CCEA), has approved the Additional Central Assistance Scheme (ACA) for agriculture & allied sectors, namely, the Rashtriya Krishi Vikas Yojana (RKVY) with an outlay of Rs. 25,000 crore during the 11th Five Year Plan. RKVY Scheme is a State Plan scheme administered by the Union Ministry of Agriculture over and above its existing Centrally Sponsored and Central Sector Schemes. The scheme is implemented by the Department of Agriculture and Cooperation. The funds under the scheme are provided to the States as 100% grant. Under this scheme, funds are also available for animal husbandry, dairying and fisheries activities. Further, Government of India has released additional funds under Special Package for 31 suicide prone districts.

Year	GDP at current prices from livestock sector	GDP at current prices from fisheries Sector	Total GDP of the country at current prices	Percentage contribution of livestock sector in total GDP at current prices	Percentage contribution of fisheries sector in total GDP at current prices	Percentage contribution of livestock and fisheries sector in total GDP at current prices
	(Rs. In crore)	(Rs. In crore)	(Rs. In crore)	(%)	(%)	(%)
9th PLAN (1997-98 to 2001-02)	473864	97397	8827283	5.4	1.1	6.5
10th Plan (2002-03 to 2006-07)	677911	147023	14743024	4.6	1.0	5.6

Note: Data is as per new series of national accounts, base year 1999-2000

## Statement II

(Rs. in crores)

Sector	9th Plan		10th Plan		Outlay	11th Plan	
	Outlay (approved initially by Planning Commission)	Total BE	Outlay	Total BE		BE 2007-08	BE 2008-09
A.H.Sector	1076.12	772.02	1384.00	1425.87	4443.00	440.92	521.00
Dairy Development	469.52	251.95	361.00	289.54	580.00	98.50	98.00
Fisheries	800.00	649.53	740.00	808.36	2776.00	205.68	215.00
Sectt. & Eco. Services		9.45	15.00	22.31	35.00	4.90	6.00
Special Package for 31 suicide prone districts					340.00	170.000	160.00
Grand Total	2345.64	1682.95	2500.00	2548.08	8174.00	910.00	1000.00

(English)

## Stamps on Icons

## Minimum Wages to Sweeper

1490. SHRI G. KARUNAKARA REDDY: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has any proposal to enforce minimum wages for the workers engaged in the removal of garbage in the country particularly in urban, rural and Scheduled areas;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) to (c) The proposal for fixation of area wise minimum wages for workers Employed in "Employment of Sweeping and Cleaning excluding activities prohibited under the Employment of Manual Scavengers and Construction of Dry Latrines (Prohibition) Act, 1993" in the Central Sphere has been discussed in the meeting of Minimum Wage Advisory Board held on 22.01.2008 and further action is being taken.

1491. SHRI DALPAT SINGH PARSTE: Will the minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the stamps on icons are aimed as much as a tribute at their contribution to society as promote philately; and

(b) If so, the details thereof and the criteria (Procedure) for selecting the personalities for whom stamps are likely to be introduced for promoting culture and awareness in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) There are guidelines for issue of commemorative postage stamps which are followed in taking such decisions. These guidelines prescribed that the personalities on whom commemorative stamp may be issued should be of national or international importance. The occasion to be commemorated must more often than not be the birth centenary or 10th/25th/50th/100th death anniversary.

### Licences Through Auction

1492. SHRI RAGHUNATH JHA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Telecom Regulatory Authority of India (TRAI) has recommended to issue licences and radio frequencies through auction and not on a first-come-first-served basis;

(b) if so, whether Department of Telecommunications (DoT) has in contravention of TRAI's recommendations decided to issue licences for 2G spectrum on a first-come-first-served basis;

(c) if so, the details thereof;

(d) whether Central Vigilance Commission (CVC) is inquiring into the matter; and

(e) if so, the findings thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir.

(b) and (c) No, Sir, However, the Government has decided to grant new Unified Access Services (UAS) Licenses to applicant companies as per the existing UAS Licence guidelines dated 14.12.2005. UAS Licences are issued on first come first serve basis. The UAS licences are to be issued without any cap on number of operators in a service area as per recommendations dated 28.08.2007 of Telecom Regulatory Authority of India (TRAI).

(d) and (e) Central Vigilance Commission (CVC) had raised some queries on spectrum and licence related issues and necessary information was provided to the CVC.

### SHG Linkage Programme

1493. SHRI K.S. RAO: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the subsidy provided and quantum of foodgrains distributed under the Public Distribution System (PDS) during the last three years;

(b) whether PDS has failed to achieve its objectives;

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

(d) the details and objectives of the Self Help Groups (SHG) linkage programme launched in Andhra Pradesh with the assistance of World Bank under the PDS;

(e) whether there is any proposal to further fine tune the Programme and extend it to other parts of the country; and

(f) if so, the details thereof and the steps taken for its speedy implementation?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) The year-wise break-up of subsidy released on foodgrains during the three years is as under:

Subsidy Released (Rs. In crore)			
Year	FCI	State	Total
2004-05	23280	2466	25746
2005-06	19871	3200	23071
2006-07	20786	3042	23828

Offtake of foodgrains under TPDS during last three year has been under:-

(In lakh tons)

Offtake of foodgrains (rice and wheat)		
2004-2005	2005-2006	2006-2007
293.55	311.05	313.69

(b) and (c) No, Sir.

(d) to (f) As reported by the State Government of Andhra Pradesh, 6.4 lakh Self Help Groups (SHGs) have taken up income generating activities for improving livelihood of their member families and for ensuring food security to their members. These SGHs provide credit to their members for purchasing essential commodities from Fair Price Shops (FPSs) and from the market. This initiative is being implemented by village organizations. The credit provided to the members is recovered in weekly

instalments. There is no proposal under consideration of the Government for extending this to other parts of the country.

[*Translation*]

#### **Foodgrains for Welfare Institutions**

1494. SHRI AJIT JOGI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the foodgrains are being allocated to the welfare institutions in the States under the Public Distribution System (PDS);

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

(c) whether some States particularly Chhattisgarh have requested the Union Government to enhance the quantum of allocation of foodgrains to the welfare institutions; and

(d) if so, the details thereof and reaction of the Government thereto, State-wise?

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Yes Sir. Details of annual allocations of foodgrains to the welfare institutions, State-wise @5% of monthly BPL allocation for the year 2007-08, are given in the enclosed statement.

(c) and (d) Yes Sir. The details thereof and reaction of the Government are its follows:—

Sl.No.	State	Request	Action taker
1.	Chhattisgarh	1900 MT of rice and 100 MT of wheat	Request acceded
2.	Orissa	5000 MT of wheat	Not acceded on account of poor offtake
3.	Tripura	294.666 MT of rice	as above
4.	Dadra and Nagar Haveli	11, 625 of Rice & Wheat	as above
5.	Haryana	60 MTs of rice 150 MT of wheat	as above

#### **Statement**

*Details of Annual Allocation of Foodgrains (Rice & Wheat) for the Year 2007-2008 under the Scheme for Allocations of 5% of BPL Allocations for Welfare Institutions.*

(Fig. In '000' Tons)

Sl.No.	State/UT	Allocation		
		Rice	Wheat	Total
1	2	3	4	5
1.	Andhra Pradesh	69.27	0.00	69.27
2.	Arunachal Pradesh	0.17	0.08	0.25
3.	Assam	0.06	0.02	0.08
4.	Bihar	0.00	0.00	0.00
5.	Chhattisgarh	22.80	1.20	24.00

1	2	3	4	5
6.	Delhi	0.21	0.33	0.54
7.	Goa	0.33	0.14	0.47
8.	Gujarat	3.35	7.80	11.15
9.	Haryana	0.07	0.17	0.24
10.	Himachal Pradesh	0.54	0.54	1.08
11.	Jammu and Kashmir	0.00	0.00	0.00
12.	Jharkhand	0.09	0.04	0.13
13.	Karnataka	15.88	6.80	22.68
14.	Kerala	1.78	0.76	2.54
15.	Madhya Pradesh	2.25	5.25	7.50
16.	Maharashtra	7.55	17.62	25.17
17.	Manipur	0.34	0.14	0.48
18.	Meghalaya	1.42	0.00	1.42
19.	Mizoram	0.95	0.00	0.95
20.	Nagaland	1.25	0.54	1.79
21.	Orissa	13.41	0.00	13.41
22.	Punjab	0.01	0.02	0.03
23.	Rajasthan	0.15	0.36	0.51
24.	Sikkim	0.14	0.00	0.14
25.	Tamil Nadu	38.69	0.00	38.69
26.	Tripura	0.68	0.00	0.68
27.	Uttar Pradesh	0.51	0.22	0.73
28.	Uttaranchal	0.18	0.02	0.20
29.	West Bengal	2.26	0.97	3.23
30.	Andaman and Nicobar Islands	0.04	0.02	0.06
31.	Chandigarh	0.00	0.00	0.00
32.	Dadra and Nagar Haveli	0.06	0.01	0.07
33.	Daman and Diu	0.00	0.00	0.00
34.	Lakshadweep	0.00	0.00	0.00
35.	Pondicherry	0.27	0.12	0.39
Total		184.71	43.17	227.88

*[English]***Crop Insurance Scheme**

1495. SHRI SARVEY SATYANARAYANA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to launch weather based crop insurance scheme on a pilot basis; and

(b) if so, the details and objectives thereof?

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): (a) and (b) Yes, Sir. Pilot Weather Based Crop Insurance Scheme (WBCIS) with the intention of compensating the farmers against the likelihood of financial loss due to adverse weather conditions, is already implemented in selected areas/crops in Karnataka in Kharif 2007. In Rabi 2007-08, the pilot scheme is implemented in selected areas/crops in Rajasthan, Bihar, Chattisgarh and Madhya Pradesh. It has also been decided to implement Pilot WBCIS in Kharif 2008.

*[Translation]***Handloom and Powerloom Units**

1496. DR. DHIRENDRA AGARWAL:  
SHRIMATI SANGEETA KUMARI SINGH DEO:  
SHRI C. KUPPUSAMI:

Will the Minister of TEXTILES be pleased to state:

(a) the number of handloom and powerloom units functioning at present in the country in comparison to March, 2004, separately, State-wise;

(b) whether the weavers are gradually leaving the profession of weaving due to unavailability of the market;

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

(d) the remedial steps being taken by the Government in this regard;

(e) whether the Union Government proposes to convert the handlooms into powerlooms; and

(f) if so, the details, thereof alongwith the nature of assistance likely to be provided to the weavers in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGOAN): (a) The State-wise details of handloom and Power loom units as per the Handloom Census conducted in 1995-96 are given in the enclosed statement.

(b) No such report has been received from any of the State Governments.

(c) and (d) Do not arise.

(e) No, Sir.

(f) Does not arise.

**Statement**

S.No.	Name of the State	No. of Handloom Units	No. of Powerloom Units
1	2	3	4
1.	Andhra Pradesh	145335	9956
2.	Arunachal Pradesh	23335	—
3.	Assam	1096864	261
4.	Bihar	35147	1443
5.	Chhattisgarh	6995	—
6.	Chandigarh	—	11
7.	Delhi	3418	124
8.	Dadar and Nagar Haveli	—	38
9.	Goa	9	18
10.	Gujarat	16621	32229
11.	Haryana	5173	2659
12.	Himachal Pradesh	40314	182
13.	Jammu and Kashmir	15954	56
14.	Jharkhand	17334	
15.	Karnataka	50741	24586
16.	Kerala	25830	671



1	2	3	4
17.	Madhya Pradesh	10859	39875
18.	Maharashtra	31135	243586
19.	Manipur	215894	—
20.	Meghalaya#	#	—
21.	Mizoram#	#	—
21.	Nagaland	41731	—
22.	Orissa	71924	792
23.	Pondicherry	2721	117
24.	Punjab	4629	3661
25.	Rajasthan	28275	4032
26.	Sikkim**	21	—
27.	Tamil Nadu	201909	75542
28.	Tripura	86010	—
29.	Uttar Pradesh	137175	25135
30.	Uttaranchal	4810	—
31.	West Bengal	221900	954
Total All India		2542063	465928

[English]

#### Reservation in Private Sector

1497. SHRI K. SUBBARAYAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the reservation policy of the Government is being followed for the purpose of the employment in the private sector and jobs outsourced by Government and semi-Government Agencies;

(b) if so, the details thereof indicating in the norms currently being followed in this regard; and

(c) if not, the steps being taken by the Government for enacting a legislation making reservation mandatory for the private sector?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) No, Sir.

(c) There is no such proposal under consideration of the Government. However, as a part of Government's dialogue with the industry, Group of Ministers constituted for the purpose met five times and also held consultations with the representatives of Apex Industry Associations. To carry forward the process of dialogue, a Coordination Committee was constituted in October, 2006 under the chairmanship of Principal Secretary to Prime Minister. The Committee held two meetings. The industry broadly accepts the desirability of affirmative action though it is opposed to the concept of reservation as prevailing in government.

#### Transfer of Headworks

1498. SHRI DUSHYANT SINGH: Will the minister of WATER RESOURCES be pleased to state:

(a) whether the proposal for transfer of centre of head works of Ropar Harike and Ferozepur to Bhakra Beas Management Board from Punjab has been pending for a long time despite Rajasthan Government's demand made in this regard time and again;

(b) if so, the details thereof; and

(c) the steps taken to consider that proposal?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) Yes, Sir.

(b) and (c) The issue of transfer of control of headworks at Ropar, Harike and Ferozepur from Punjab to Bhakra Beas Management Board (BBMB) was discussed in 1992 and 2002 in Inter-State meetings involving Punjab, Haryana and Rajasthan. However no agreement was arrived. The matter is now sub judice. Hon'ble High Court of Rajasthan in a judgment dated 02.05.05 in a Civil Writ petition directed BBMB to take over control of the above head works from Punjab within 30 days. The State of Punjab filed a Special Leave Petition against the judgment and the Hon'ble Supreme Court stayed the operation of the order the Hon'ble Court of Rajasthan. The matter is now before the Hon'ble Supreme Court and is dependant on its orders.

[Translation]

#### STD Facility in Telephone Connections

1499. CHAUDHARY BIJENDRA SINGH: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to provide STD facility in telephone connections provided to Gram Pradhan's in the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) and (b) Bharat Sanchar Nigam Limited (BSNL) provides STD facility to all its customers including Gram Pradhans. This facility can, however, be activated on a specific request from its customers including Gram Pradhans.

(c) Does not arise in view of (a) and (b) above.

[*English*]

#### **Handloom Park**

1500. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of TEXTILES be pleased to state:

(a) whether the Union Government has received any proposal from various States particularly from Gujarat for setting up Handloom Parks in the country;?

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

(c) the time by which the said proposals are likely to be approved by the Union Government?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) No, Sir.

(b) and (C) Do not arise.

[*Translation*]

#### **Payment of Outstanding Amount**

1501. SHRI RAGHUVeer SINGH KOSHAL. Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the prescribed licence policy under the Telecom Policy 2001, the Auditor-General regulates the audit of revenues earned by the private telecom service operators;

(b) if so, the details thereof;

(c) whether the private phone/mobile phone companies are also regulated by the aforesaid policy;

(d) if so, the details thereof;

(e) whether the private mobile phone companies have been identified for recovering the dues outstanding against them during the last three years and the current year;

(f) if so, the details of the outstanding dues, year-wise/company-wise; and

(g) the details of the private telecom service operators which are not complying with the terms and conditions of the aforesaid licence policy?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Sir, there is no Telecom Policy 2001. However, there is an enabling provision for audit by CAG made in Rule 5 of the Telecom Regulatory Authority of India, Service Providers (Maintenance of Books of Accounts and other Documents) Rules 2002.

(b) to (g) Do not arise in view of (a) above.

[*English*]

#### **Production of Export Quality Rice**

1502. SHRI G.M. SIDDESWARA: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of States producing export quality rice alongwith the total production of such Basmati rice in the country during the last three years, State-wise;

(b) whether any scheme has been formulated by the Government to provide incentives to the States, particularly to the Kamataka, producing such rice; and

(c) if so, the details thereof?

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): (a) The data on production of Basmati rice and other export quality rice in the country is not maintained by the Ministry of Agriculture separately. However, the State-wise details

or total production of rice, including Basmati rice, during the last three years, *i.e.*, 2004-05 to 2006-07 are given in the enclosed statement.

(b) and (c) There is no separate scheme for promotion of export quality rice as such, However, National Food Security Mission has been launched with effect from

Rabi, 2007-08 in 14 States including Karnataka to promote rice. For the year 2007-08, an allocation of Rs. 241.89 lakhs has been allocated to Karnataka for implementation of various interventions of NFSM-Rice. In addition, an amount of Rs. 34.00 lakhs has also been allocated to State for publicity.

**Statement**

*Estimates of Production of Rice from 2004-05 to 2006-07*

State/UT	Production ('000 Tonnes)		
	2004-05	2005-06	2006-07
1	2	3	4
Andhra Pradesh	9601.0	11704.0	11872.0
Arunachal Pradesh	135.0	146.2	146.2
Assam	3470.7	3552.5	2916.0
Bihar	2472.2	3495.5	4989.3
Chhattisgarh	4383.3	5011.6	5041.4
Goa	145.2	147.3	130.3
Gujarat	1238.2	1298.0	1390.0
Haryana	3023.0	3210.0	3371.0
Himachal Pradesh	122.0	112.1	123.5
Jammu and Kashmir	492.2	556.8	554.0
Jharkhand	1677.0	1558.0	2967.8
Karnataka	3547.0	5744.0	3446.0
Kerala	667.1	629.9	631.0
Madhya Pradesh	1169.0	1656.3	1368.4
Maharashtra	2164.0	2695.0	2569.0
Manipur	435.9	386.1	386.1
Meghalaya	193.7	151.9	200.2
Mizoram	104.1	99.2	29.5
Nagaland	259.8	263.1	263.5

1	2	3	4
Orissa	6466.0	6859.0	6824.7
Punjab	10437.0	10193.0	10138.0
Rajasthan	150.4	153.0	169.8
Sikkim	21.6	21.5	21.5
Tamil Nadu	5062.2	5220.0	6610.6
Tripura	545.1	552.9	620.5
Uttar Pradesh	9555.6	11133.7	11124.0
Uttarakhand	572.0	590.0	556.0
West Bengal	14884.8	14510.8	14745.9
Andaman and Nicobar Islands	29.2	30.7	30.7
Dadra and Nagar Haveli	23.4	23.7	23.7
Delhi	14.3	24.0	31.1
Daman and Diu	4.0	3.7	3.7
Pondicherry	65.7	59.9	59.9
All India	83131.7	91793.4	93355.3

#### Development in I.T. Sector

1503. SHRI JASUBHAI DHANABHAI BARAD: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has received any proposal from the Government of Gujarat for development in Information and Technology (IT) Sector during the last three years, as on date;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (c) As per Software Technology Park of India (STPI), an autonomous society of Department of Information Technology (DIT), proposal for setting up of STPI center at Surat, Rajkot, Jamnagar and Bhavnagar in State of Gujarat has been received.

Decision has been taken to setup STPI center at Surat.

#### Setting up of Sub-Divisional Office at Erode

1504. SHRI S.K. KHARVENTHAN: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether a demand for setting up of a sub-divisional office of Employees Provident Fund Organisation (EPFO) at Erode, Tamil Nadu has been pending with the Union Government for a long time; and

(b) if so, the reasons therefor alongwith the time by which it is likely to be approved?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) The proposal to set up a Sub-Regional office of Employees Provident Fund Organisation (EPFO) at Erode, Tamil Nadu was placed before the Executive Committee, Central Board of Trustees (Employees Provident Fund) in its meeting held on

25.09.2007. The matter was deferred as it was decided at the meeting that the issue of opening of new field offices of EPFO may be revisited after reconsidering the norms for opening of offices.

[Translation]

### Export and Import of Silk

1505. SHRI AVINASH RAI KHANNA: Will the minister of TEXTILES be pleased to state:

(a) the total quantity of different varieties of silk, silk materials and cloths exported and the foreign exchange earned during each of the last three years and thereafter till date, variety-wise;

(b) whether there is no substantial increase in export of silk during the said period;

(c) if so, the steps taken by the Government to boost the export of silk; and

(d) the details regarding the import of silk during each of the last three years and thereafter till date?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) The details of Silk goods exported and the export earnings during the last three years (2004-05 to 2006-07) are furnished below:

Year	2004-05			2005-06			2006-07			
Particulars	Quantity	Value		Quantity	Value		Quantity	Value		
	(Kg)	Crore Rs.	Mn. US\$	(Kg)	Crore Rs.	Mn. US\$	(Kg)	Crore Rs.	Mn. US\$	
I. Silk Goods										
1 .	Mulberry Silk									
	Sarees	693699	365.79	81.41	388576	199.95	45.17	333365	174.19	38.50
	Scarves/ Stoles	1282342	166.70	37.10	1334343	184.94	41.78	1074022	226.94	50.15
	Dress Material	2437137	1173.47	261.19	2812830	1449.35	327.39	2672008	1510.39	333.79
	Ready Made Garments	5744948	746.29	166.10	6131568	842.06	190.21	5498879	817.87	180.74
	Carpets (sq. m.)	206701	123.65	27.52	110117	103.36	23.35	164087	132.36	29.25
	Others *	1248159	158.97	35.38	1319040	189.91	42.89	1028210	238.81	52.78
2.	Tasar Silk	544535	70.86	15.77	855315	118.62	26.79	677427	143.21	31.65
3.	Mixed/blended Silk	220184	30.61	6.81	358138	39.10	8.83	205345	34.97	7.73
II.	Silk waste	78587	1.29	0.29	1369715	19.90	4.50	1470520	22.78	5.03
III.	Silk yarn#	395045	41.93	9.33	397385	47.01	10.62	266557	36.83	8.14
	Value (I+II+III)	2879.56	640.90		3194.20	721.53		3338.35	737.76	
% Incr/decr #		3.6	6.0		10.9	12.6		4.5		2.2

#: % of Increase/Decrease over previous years; DGCIS, Kolkata

Export earnings of silk goods during the current year (April to October-2007) as compared to same period of the year 2006-07 is given below.

*Export Earnings of Silk Goods April to October*

#	Item of Exports	2007-2008 (P)		2006-2007		% Increase/Decrease	
		Crore Rs.	Mn. US\$	Crore Rs.	Mn. US\$	Crore Rs.	Mn. US\$
1.	Natural Silk Yarn, Fabrics, Made ups	876.90	215.52	1154.44	251.72	-24.0	-14.4
2.	Readymade Garments	681.63	167.52	645.15	140.68	5.7	19.1
3.	Silk Carpets	23.46	5.77	64.47	14.06	-63.6	-59.0
4.	Silk waste	6.93	1.70	13.37	2.92	-48.2	-41.6
Total		1588.92	390.49	1877.43	409.38	-15.4	-4.6

P: Provisional

(b) Export earnings from silk goods in the last reporting three years showed an increasing trend when compared to the previous years amounting to 3.6 %, 10.9% and 4.5% respectively in Rupee terms. Export earnings data for the current year (Apr-Oct) is provisional and the earnings show a declining trend. It is expected to improve during the remaining period of the CFY (Nov.07 to March-2008).

(c) Steps taken to boost the export of Silk:

The Central Silk Technological Research Institute/ Central Silk Board, Bangalore under the Ministry of Textiles has been working in the Silk Handloom/Handicraft sectors in various parts of the country, to improve the competitiveness in domestic and export markets in terms of quality, cost and productivity.

The Sub-Units of the Central Silk Technological Research Institute (Silk Conditioning and Testing House and Demonstration Cum Technical Service Centres) are also providing testing and extension facilities to weavers and traders in important handloom clusters like Kancheepuram, Dharmavaram, Varanasi and Jammu, to help them to become competitive in the Global markets.

The Central Silk Board has also been organizing Exhibitions-Cum-Buyers-Sellers Meet in various Handloom clusters in the country, to help the weavers and artisans to get better returns both in the domestic and International Markets.

The Research Institutes of Central Silk Board have developed improved Silkworm breeds (CSR Breeds) and mulberry varieties (VI) to produce Bivoltine silk of international grade.

Central Silk Board has set up a product design, development and diversification cell to improve the fabric and product designs to enhance export.

Central Silk Board has introduced "Silk Mark" which is a quality label to promote pure silk products both in domestic and international markets.

Improved reeling-cum-twisting machines and spinning wheel developed and popularized by CSB resulted in production of quality non mulberry silk yarn to boost the export.

The Government has also undertaken various export promotion activities for promoting exports in the sector.

- The Government is providing assistance to the Indian Silk Export Promotion Council, Mumbai for undertaking various export promotion activities such as participation in international fairs, organizing generic promotion stalls in domestic fairs like Tex Styles India, Publicity in foreign trade magazines, publication of magazine "Silk India" and colour forecast card for domestic silk manufacturers, dissemination of overseas trade information among exporters, etc.

- Government has rationalized value addition/input-output norms specified under the EXIM Policy extended to exporters, the facility of duty free import of raw material under the Advance Licensing Scheme, import of capital goods at concessional rate of duty for export products.
- For Technological up-gradation of the industry loan at 5% point less than applicable rate, under the Technological Up-gradation Fund Scheme for the Textiles sector is available inter-alia to the silk sector.
- Import duty on silk machinery has been reduced to 10%.

(d) The quantity and value of raw silk imported into the country during last three years and for the period April-October of the current year is given below:

Year	Quantity of Raw Silk Import (M.Ts)	% Increase/Decrease over the previous Year
2004-05	7,948	-14.1
2005-06	8,383	5.4
2006-07	5,565	-33.6
April to October		
2007-08(P)	4,980	59.9
2006-07	3,114	

P: Provisional ( Source: DGCIS, Kolkata)

#### **Setting up of Hospital at Jabalpur Ordnance Factory**

1506. SHRI RAKESH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether the proposal to set up a new hospital in Ordnance Factory, Khamaria, Jabalpur is pending;

(b) if so, the reasons therefor and cost escalation resulted therefrom;

(c) whether the Government proposes to allocate the funds to the hospital for treatment of the Government officials as well as persons seriously injured in bomb explosions; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAOINDERJIT SINGH): (a) and (b) There is a proposal to construct new hospital buildings in Ordnance Factory, Khamaria to replace the existing hospital buildings which are beyond repairs. The proposal is being examined in the Ministry of Defence. Details of changes in cost, if any, will be furnished in due course.

(c) and (d) Funds for Ordnance Factory hospitals are provided for in the Ordnance Factory Board's budget. The Ordnance Factory hospital facilities are primarily meant for Ordnance Factory Board employees; however, in cases of emergency medical treatment is also given to outsiders.

*[English]*

#### **Water Year, 2007**

1507. SHRI IQBAL AHMED SARADGI:  
SHRI SARVEY SATYANARAYANA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government had declared the year 2007 as Water Year;

(b) if so, the details of the objectives set for achievement during the year;

(c) the extent to which these objectives have been achieved; and

(d) the reasons for not achieving the said objectives?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) Yes, Sir.

(b) The objectives set for achievement during Water Year, 2007 included creating awareness programmes for the masses, organisation of conferences, workshops etc. on important development and management issues and specific activities for policy and opinion makers.

(c) and (d) The achievements include organising of mass awareness programmes, water management training programmes, preparation of water management plan for water stressed areas, dissemination of information,

launching of campaign on water conservation. The Ministry of Water Resources participated in various Festivals, Fairs, Melas, Expos, IITF, 2007. A tableau of Ministry of Water Resources with the theme of water conservation was included during Republic Day Parade, 2008.

#### Production of Sugar

1508. DR. K. DHANARAJU:

. SHRI M. RAJA MOHAN REDDY:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the production of sugar in the country is declining over a period of time;

(b) if so, the details thereof, indicating the target, production and consumption of sugar in the country during the last three years, Year-wise and State-wise; and

(c) the effective steps being taken by the Government to improve the production of sugar in the country alongwith the assistance provided to sugar mills to improve their functioning?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): (a) and (b) Production of sugar, over a period

of time has not declined but has been following the cyclic path—two to three years of high production are followed by two to three years of low production. However, the long-term trendline shows increasing production. The estimated production of sugar and consumption of sugar during the last three sugar seasons (October-September) is as under:-

(Quantity in lac tons)

Sugar Season	Production	Consumption
2004-05	136	171*
2005-06	193	183*
2006-07	282(P)	190(P)

(P)-Provisional

\* Quantity released by Directorate of Sugar

A statement indicating the production of sugar state-wise during the last three seasons is enclosed. Data on consumption of sugar state-wise is not maintained. The Central Government does not fix targets of production or consumption of sugar.

(c) The Central Government is concerned with the improvement in the technical functioning of the sugar mills for which loans at concessional rate of interest are extended from the Sugar Development Fund.

#### Statement

##### *State-wise Production of Sugar during the Sugar Season 2004-05 to 2006-07*

(Figures in lac tons)

State	Sugar Season 2004-2005(P)*	Sugar Season 2005-2006(P)*	Sugar Season 2006-2007(P)*
1	2	3	4
Punjab	3.37	3.88	5.50
Haryana	3.98	3.88	6.77
Rajasthan	0.11	0.05	0.07
Uttaranchal	3.36	4.14	5.28
Uttar Pradesh	51.52	55.84	83.52
Madhya Pradesh	0.78	0.94	1.48



1	2	3	4
Chhattisgarh	0.13	0.22	0.21
Gujarat	8.32	12.44	13.90
Maharashtra	23.03	52.64	90.13
Bihar	2.70	4.19	4.83
Assam	0.00	0	0.00
Orissa	0.87	0.52	0.65
West Bengal	0.05	0.07	0.04
Nagaland	0.00	0.00	0.00
Andhra Pradesh	12.03	12.76	19.24
Karnataka	11.32	20.09	25.42
Tamil Nadu	14.75	21.38	24.21
Pondicherry	0.19	0.26	0.55
Kerala	0.00	0	0.00
Goa	0.09	0.11	0.19
All India	136.60	193.21	281.99

(P)—Provisional

**Expansion of Postal Network**

1509. DR. M. JAGANNATH: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to introduce franchising scheme or expansion of the postal network in the country.

(b) if so, the details thereof;

(c) whether the government also proposes to offer the proposed franchise to the unemployed youth under the said scheme; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) The Franchisee Scheme which entails setting up of Franchisee Outlets is already

in existence. The Franchisee Scheme was launched in February 2007 in select urban areas for providing increased access to postal counter services in areas where opening of a Post Office was not possible as per prescribed norms. The scheme has now been extended to cover areas of new upcoming urban townships, special economic zones, major highway projects, upcoming new industrial centres, colleges, etc. The opening of Franchisee Outlets is in addition to opening of Post Offices wherever justified.

(b) The details of the scheme are given in the enclosed statement.

(c) and (d) Unemployed youth are not debarred from working as Franchisees of the Department. The applicant in this regard should fulfil the criteria for selection, such as minimum age requirement, educational qualification, etc. Criteria for selection of Franchisees are in view of the need to select persons with capacity to manage and market a range of products, along with a sense of the

community needs and public aspects of the job and willingness to accept technological options. The preference is given to postal pensioners and those able to provide computers. The details of the scheme are as per reply to part (b) above.

### ***Statement***

#### ***Details of the Franchisee Scheme***

The Franchisee Scheme entails setting up of franchisee outlets instead of Post Offices in such areas where a Post Office cannot be opened as per prescribed norms. Details of the scheme are as under:

1. Only counter services have been franchised, while delivery and transmission will be continued through the Department. Linking arrangements for the franchised outlets will be provided by the franchisee.
2. The franchisee will provide service across the counter for a minimum defined time schedule with flexibility to work round the clock.
3. In addition to select urban areas, the Franchisee Scheme will now cover areas such as new upcoming urban townships, special economic zones, major highway projects, upcoming new industrial centres, colleges, polytechnics, universities, professional colleges, etc.
4. **Products and services offered:**
  - a. Sale of stamps and stationery.
  - b. Booking registered articles, speed post articles, money orders (on EDBO model), e-post, etc.
  - c. Functioning as an agent for PLI and provide related after sales service, including collection of premia (subject to fulfillment of criteria for PLI agents)
  - d. Marketing products for which the Department has a corporate agency or tie-up and provide related follow up services, (subject to agreement with the other organizations involved).
  - e. Providing retail and bill/tax/fine collection/payment services of the Department (subject to agreement with the other organizations involved).

- f. Facilitating the provision of e-governance and citizen centric services (subject to agreement with the other organizations involved).
- g. Any other service introduced by the Department in future through its outlets which is considered amenable to the franchisee model (subject to agreement with the other organizations involved).

The model has adequate flexibility built in to allow a range of services to be extended through the outlets according to the need/demand, and to increase the range when found necessary. Thus, the range of counter services that can be offered through different outlets can vary, keeping in view the location and its capacity to generate revenues.

#### **5. Criteria for Selection:**

Applicants for franchisee outlets would need to submit an application in a prescribed proforma. The selected franchisee will sign a Memorandum of Agreement with the Department. Criteria for selection have been fixed considering the need to select persons with the capacity to manage and market a range of products, along with a sense of the community needs and public aspects of the job, and willingness to accept technological options. The criteria are as below:

- (a) Individuals, institutions/other entities would be eligible for taking up the Franchisee work. The Agreement will be entered into with the Head of the Institution/organization/entity.
- (b) Age: Above 18 years. No upper age limit.
- (c) Educational qualifications: 10+2 standard or 12th class pass of a recognized University or Board of School Education or Board of Secondary Education.
- (d) Preference:
  - a. Postal pensioners
  - b. Those able to provide computer facilities.
- (e) Premises: Proper appropriately located and accessible premises, properly maintained with suitable display of approved signages.
- (f) Applicant should be willing to make the necessary investments for the conduct of the

business and be able to provide a sample business plan comprising details of how the premises will be run, what the opening hours would be, investments proposed, market conditions, proposals for marketing products, awareness of customer base, role in local community, budget, finances, etc. Two references from respectable persons of the locality where the franchise is proposed to be located would also be required to establish the character and antecedents of the applicant.

- (g) A business plan would be prepared taking into account the anticipated minimum level of business/ revenue worked out by the Divisional Head for the specific franchisee.
- (h) Security Deposit: The security deposit to be provided by the franchisee would be based on the maximum possible level of financial transactions likely be undertaken by the franchisee in a day. The minimum security deposit would be Rs. 10,000 in the shape of a performance bank guarantee. Any infringement in terms and conditions of the Memorandum of Agreement would result in forfeiture of whole or part of the amount of security deposit at the sole discretion of the Department of Posts whose decision shall be final and binding.
- (i) Selection: Would be made by a committee comprising the Heads of the concerned Division and a neighbouring Division, based on a report from the Assistant Superintendent Posts/Sub Divisional Inspector Posts.

#### 6. Remuneration to franchisee:

The franchisee will earn remuneration on commission basis on services provided, as fixed by the Department from time to time.

#### 7. Monitoring

The monitoring mechanism for the scheme will be strengthened vis-a-vis regular outlets, with monthly monitoring by inspectors. An element of electronic monitoring will be introduced in due course.

#### 8. Training

Introduction to the objectives, products/services, basic procedures, upkeep of the premises and customer care

would be part of induction training of the franchisee. The briefing will be done by the Assistant Superintendent Posts/Sub-Divisional Inspector Posts of the area.

#### 9. Branding of franchisee outlet

Standard signages for India Post franchisee would be provided to give a uniform look to all franchised outlets.

*[Translation]*

#### Number of Telephone Subscribers

1510. SHRI RAMDAS ATHAWALE: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of telephone subscribers in the country especially in Delhi as on date, State-wise;

(b) whether the number of telephone consumers is decreasing in various regions of the country especially in Delhi;

(c) if so, the decline registered in the number of telephone subscribers in various telecom regions of the country especially in Delhi as on date, alongwith the reasons therefore; Circle-wise, SSA-wise;

(d) whether the Government has taken any steps to improve telecommunications services in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR SHAKEEL AHMAD): (a) The number of telephone subscribers in the country and in Delhi, as on 31.01.2008, is 281.62 million and 17.96 million respectively. The telecom Circle-wise/State-wise number of telephone subscribers, as on 31.01.2008, are given in the enclosed statement.

(b) and (c) The data is being maintained telecom Circle-wise and no decline in number of telephone subscribers has been registered in any of the telecom Circles including Delhi.

(d) and (e) Yes, Sir. The following steps are being taken by the Government to improve telecommunication services in the country:

- (i) Support is being provided by Universal Service Obligation Fund (USOF) for provisioning of Rural Direct Exchange Lines (RDELs), Village Public Telephones (VPTs) in 66,822 undisputed accessible and inhabited villages having population more than 100 and to set up 7871 number of infrastructure sites (towers) spread over 500 districts spread over 27 states, for provision of mobile services in the specified rural and remote areas, where there is no existing fixed wireless or mobile coverage in the country.
- (ii) More Base Transceivers Station (BTS) are planned by Bharat Sanchar Nigam Limited (BSNL) to enhance the coverage of Wireless in Local Loop (WLL) System.
- (iii) Deployment of Mobile Network along all the Highways by BSNL to give incidental coverage to large parts of rural areas.
- (iv) Mobile network is being monitored for traffic congestion, optimized and necessary corrective measures are taken by BSNL to improve the Quality of Service.
- (v) Expansion of Cellular Mobile Network by BSNL and MTNL to overcome the network congestion caused due to ever growing demand and traffic.
- (vi) Improvement of the outdoor network by BSNL and Mahanagar Telephone Nigam Limited (MTNL) by change of cables, drop wire etc. as required to reduce the fault rate.
- (vii) MTNL is providing a number of Value Added Services for both Landline and Mobile subscribers such as news, songs, astrology, e-ticketing, Short Message Service (SMS), Voice SMS, Internet, Broadband, Internet Protocol Television (IPTV) etc.
- (viii) MTNL is also taking care of its customers by opening customer service centres, appointment of dealers and agents etc.

### Statement

*Circle-wise/State-wise number of telephone subscribers as on 31.01.2008*

Sl. No.	Name of Circle/State	Total number of telephone subscribers
1	2	3
1.	Andaman and Nicobar*	78,757
2.	Andhra Pradesh	21,778,623
3.	Assam	3,771,191
4.	Bihar	10,774,010
5.	Chhattisgarh*	949,872
6.	Gujarat	18,037,534
7.	Haryana	6,920,199
8.	Himachal Pradesh	2,570,596
9.	Jammu and Kashmir	2,301,858
10.	Jharkhand*	1,039,408
11.	Karnataka	18,934,301
12.	Kerala	14,521,820
13.	Madhya Pradesh	12,895,696
14.	Maharashtra (-) Mumbai	22,896,238
15.	North East-I	1,720,709
16.	North East-II*	486,428
17.	Orissa	5,400,025
18.	Punjab	12,745,530
19.	Rajasthan	14,338,326
20.	Tamil Nadu (-) Chennai	19,775,699
21.	Uttarakhand*	988,671
22.	Uttar Pradesh	28,772,059
23.	West Bengal (-) Kolkata	9,588,877
24.	Kolkata	8,761,109
25.	Chennai	8,044,023

1	2	3
26.	Delhi	17,964,252
27.	Mumbai	15,653,824
	Total	281,619,635

Notes :-

- (1) \*Figs for Landline telephone-connections of Bharti Airtel Limited is shown in Chhattisgarh & Madhya Pradesh separately. Figures for Cellular & WLL telephone connections of Bharti Airtel for Chhattisgarh are included in Madhya Pradesh.
- (2) \*Figs. For Land Line, WLL and Cellular connections provided by Private Operators in Andaman and Nicobar, Jharkhand, Uttaranchal, Chhattisgarh and NE-II are included in West Bengal, Bihar, Uttar Pradesh, Madhya Pradesh and NE-I respectively as operators are providing figures, circle-wise only.
- (3) The data for Sikkim is included in West Bengal.

#### **Decline in Grazing Area**

1511. SHRIMATI RUPATAI PATIL: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether grazing area is continuously decreasing in the rural areas in the country;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether the Government has assessed the ill-effects of decreasing grazing area of small farmers; and
- (d) if so, the steps being taken by the Government in this regard?

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): (a) and (b) Yes, Sir. The country had an area of 10582 thousand hectares under permanent pastures and other grazing lands in 2001-02, which declined to 10423 thousand hectares in 2004-05 and 10415 thousand hectares in 2005-06.

(c) The ill-effects of decreasing grazing area are manifested in (i) decreased availability of nutrients to the grazing animals leading to lower production and

(ii) increasing cost of production on making up the nutritional deficiency through purchased roughages or concentrates.

(d) These include implementation of a Centrally sponsored Fodder Development Scheme, which includes components of grassland development, fodder seed production programme, bio-technology research projects and assistance for establishment of fodder block-making units.

*[English]*

#### **General Health Insurance Scheme**

1512. SHRI ASADUDDIN OWAISI: Will the Minister of TEXTILES be pleased to state:

- (a) whether the Government is providing general health insurance to textile workers;
- (b) if so, whether critical illness cover to handloom workers has not been covered under the scheme;
- (c) if so, the details thereof and the reasons therefor;
- (d) whether the Government proposes to include critical illness under existing general health insurance scheme to these workers;
- (e) if so, the details thereof;
- (f) whether the Government proposes to implement a comprehensive health insurance scheme to cover all types of illness among textile workers; and
- (g) if so, the details thereof alongwith the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) During the 11th plan Government of India is providing General Health Insurance for Handloom Weavers and Handicraft artisans through the following schemes:—

- (i) Health Insurance scheme as a component of Handloom Weavers Comprehensive Welfare Scheme; and

(II) Rajiv Gandhi Shilpi Swasthya Yojana for Handicraft artisans

(b) Under the present Health Insurance Scheme for Handloom Weavers, the following critical illnesses such as Cancer, paralysis, Myocardial Infarction, Bypass surgery, Kidney failure, stroke, TB are not covered.

(c) to (e) The matter regarding covering critical illnesses under the Health Insurance Scheme was taken up during the discussions held for implementing the Handloom Weavers Comprehensive Welfare Scheme. However, since inclusion of critical illnesses would enhance the premium under the Health Insurance Scheme, it was felt that the above illnesses can be covered under a new scheme to be launched by the Life Insurance Corporation at a lower premium. This matter was discussed with the LIC for reducing the premium.

(f) and (g) A new product at a lower premium covering the above critical illnesses is under consideration by the LIC.

*[Translation]*

#### **Sale of NTC Mills and Excess Land**

1513. SHRI TUKARAM GANPAT RAO RENGE  
PATIL:

SHRI RANEN BARMAN:

SHRI M. RAJA MOHAN REDDY:

Will the Minister of TEXTILES be pleased to state:

(a) whether the National Textile Corporation (NTC) has sold closed, sick and vacant/excess lands of NTC mills during each of the last three years and thereafter, till date;

(b) if so, the details of the transactions indicating the area of land sold and money realized therefrom so far, State-wise, Year-wise and Mill-wise;

(c) whether the funds raised through such transactions would be invested for reviving various sick/closed NTC mills and also to upgrade their technologies;

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

(e) the names of mills selected for modernization and upgradation alongwith the expenditure incurred so far on such mills, State-wise and Mill-wise; and

(f) the policy adopted regarding the sharing of sale-proceeds with the State Governments and local bodies?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) and (b) Yes. Sir. National Textile Corporation (NTC) has sold the lands of closed mills and surplus lands of the viable mills under the Modified Revival Scheme. The details are given in the enclosed statement-I.

(c) and (d) The funds generated through sale of land/assets of the closed mills and surplus land/assets of the viable mills are being utilised for implementation of the Modified Revival Scheme of NTC involving modernization of 22 mills by NTC itself. So far, the Company has incurred a sum of Rs. 4690 crores under the Modified Revival Scheme which includes an amount of Rs 261.93 crores on modernization of 18 out of the 22 mills.

(e) The state-wise names of the mills selected for modernization and up-gradation alongwith expenditure incurred are given in the enclosed statement-II.

(f) As per the Modified Revival Scheme approved by the Board for Industrial and Financial Reconstruction (BIFR) for NTC, there is no decision regarding sharing of sale proceeds with State Government and local bodies. However, in respect of surplus land of NTC available for sale in Mumbai, the Scheme envisages that such surplus lands in Mumbai will be sold as per Development Control Regulations 58 (DCR 58) of Government of Maharashtra, which provides for surrender of 33% of open land to Brihanmumbai Municipal Corporation (BMC) and 37% of open land to Maharashtra Housing and Area Development Authority (MHADA). The owner (NTC) is entitled to sell the remaining land with structures.

**Statement I****Details of Surplus Land of NTC, Land Sold & Sale Proceed****Mill-wise/State-wise as on 28.2.2008**

Sl.No.	Name of the NTC Mill State-wise	Total Area of Surplus Land Identified for Sale (in acres)	Area of Land Actually sold (in acres)	Price at Which the advertised Land Sold (Rs. Crores)	Details of Sale Proceeds-Year-wise			
					2004-05 (Rs. Crores)	2005-06 (Rs. Crores)	2006-07 (Rs. Crores)	2007-08 (Rs. Crores)
1	2	3	4	5	6	7	8	9
	<b>NTC (APKK&amp;M) Ltd., Bgl.</b>							
	<b>ANDHRA PRADESH</b>							
1.	Netha Mills, Secunderabad	12.00	2.17	42.60	—	—	—	42.60
	<b>TOTAL</b>	<b>12.00</b>	<b>2.17</b>	<b>42.60</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>42.60</b>
	<b>KARNATAKA</b>							
2 .	Mysore Mills (Bungalow No. 106)	27.79	1.88	37.01	—	37.01	—	—
3.	Minerva Mills, Bangalore	38.30	11.20	8.91	—	8.91	—	—
	<b>TOTAL :</b>	<b>66.09</b>	<b>3.08</b>	<b>45.92</b>	<b>—</b>	<b>45.92</b>	<b>—</b>	<b>—</b>
	<b>GRAND TOTAL</b>	<b>70.17</b>	<b>5.25</b>	<b>88.52</b>	<b>—</b>	<b>45.92</b>	<b>—</b>	<b>42.60</b>
	<b>NTC (DP&amp;R) Ltd., N.Delhi</b>							
	<b>DELHI</b>							
4.	Ajudhia Textile Mills, Delhi	4.54	4.54	67.01	67.01	—	—	—
	<b>TOTAL</b>	<b>4.54</b>	<b>4.54</b>	<b>67.01</b>	<b>67.01</b>	<b>—</b>	<b>—</b>	<b>—</b>
	<b>PUNJAB</b>							
5.	Panipat Woolen Mills, Kharar	20.29	7.69	12.50	12.50	—	—	—
	<b>TOTAL</b>	<b>20.29</b>	<b>7.69</b>	<b>12.50</b>	<b>12.50</b>	<b>—</b>	<b>—</b>	<b>—</b>
	<b>RAJASTHAN</b>							
6.	Udaipur Cotton Mills, Udaipur	29.77	29.77	15.12	—	15.12	—	—
7.	Edward Mills, Beawar	18.28	18.28	5.85	—	—	—	—
	<b>TOTAL</b>	<b>48.05</b>	<b>48.05</b>	<b>20.97</b>	<b>—</b>	<b>15.12</b>	<b>—</b>	<b>5.85</b>
	<b>GRAND TOTAL</b>	<b>72.88</b>	<b>68.28</b>	<b>100.58</b>	<b>79.51</b>	<b>15.12</b>	<b>—</b>	<b>5.85</b>

1	2	3	4	5	6	7	8	9
NTC (Gujarat) Ltd., Ahmedabad								
GUJARAT								
8.	Rajkot Textile Mills Rajkot	8.72	8.72	18.20	—	—	18.20	—
9.	Ahmadabad Jupiter, Ahmd.	22.44	17.47	60.60	—	—	—	60.60
10.	Jehangir Mills, Ahmadabad	16.30	13.15	25.00	—	—	—	25.00
11.	Himadri Textile Mills Ahmd.	7.31	7.31	11.20	—	—	—	11.20
12.	Virangam Textile Virangam	50.91	36.81	4.50	—	—	—	4.50
	TOTAL	105.68	83.46	119.50	—	—	18.20	101.30
NTC (MN) Ltd., Mumbai								
MAHARASHTRA NORTH								
13.	Vidarbha Mills, south side mills gate	17.05	1.81	0.75	—	0.75	—	—
14.	Model Mills, Nagpur	42.99	—	—	—	—	—	—
	Model Mills (Plot No. 2)	—	0.21	0.36	0.36	—	—	—
	Model Mills (Plot No. 1 Near S.T Stand)	—	6.98	9.50	—	9.50	—	—
	Model Mills (plot with 5 Bungalow)	—	1.49	6.32	—	6.32	—	—
	Model Mills (Old labour chawls)	—	3.16	5.84	—	—	—	5.84
	Model Mills	—	28.96	164.22	—	—	—	164.22
15.	RSRG Mills, Akola (Plot No.3)	18.50	1.96	0.45	—	0.45	—	—
	Plot No. 1 & 2	—	2.16	0.55	0.55	—	—	—
	RS RG (plot with Staff Quarter)	—	1.27	0.41	0.41	—	0.41	—
16.	Tala Mills, Mumbai	14.38	4.40	13.75	13.75	—	—	—
17.	Indu Mills No. 2, Mumbai	10.64	10.64	Surrendered to BMC	—	—	—	—
18.	Kohinoor Mills No. 3, Mumbai	4.91	4.91	421.00	—	421.00	—	—
19.	Indu Mills No. 3, Kalachowki, Mumbai	5.40	5.40	Surrendered to BMC	—	—	—	—
	TOTAL	113.87	73.35	623.15	14.66	438.43	—	170.06
NTC (MP) Ltd., Indore								
MADHYA PRADESH								
20.	Indore Mahwa, Indore	104.21	20.00	90.11	—	—	—	—
21.	Kalyanmai Mills, Indore	33.85	33.85	141.60	—	—	—	—
22.	Swadeshi Mills, Indore	15.32	15.32	96.51	—	—	—	—
	TOTAL	153.38	69.17	328.22	—	—	—	328.22



1	2	3	4	5	6	7	8	9
	NTC (SM) Ltd., Mumbai							
	SOUTH MAHARASHTRA							
23.	Apollo Mills, Mumbai	7.43	7.43	180.00	—	180.00	—	—
	Apollo Mills (Bunglow)	1.29	1.29	170.01	—	—	170.01	—
	Apollo Mills (Sale of FSI)	0.95	0.95	40.60	—	—	—	40.60
	Apollo Mills (Land under Road)	0.08	0.08	4.85	—	—	—	4.85
	Apollo Mills (Land of 60' D.P. Road)	0.36	0.36	21.42	—	—	—	21.42
24.	Mumbai Textile Mills, Mumbai	23.83	16.66	702.22	—	702.22	—	—
	Mum.Text.Mills (New Jack Printing Press)	1.00	1.00	17.50	—	—	17.50	—
25.	Jupiter Textile Mills, Mumbai	11.11	11.11	276.60	—	276.60	—	—
26.	Elphinstone Mills, Mumbai	7.76	7.76	442.03	—	442.03	—	—
	Elphinstone Mills (six flats)	0.10	0.10	3.55	—	—	—	3.55
27.	New Hind Mills, Mumbai	8.33	8.33	Surrendered to MHADA	—	—	—	—
28.	Aurangabad Mills, Aurangabad	15.74	5.33	19.96	—	—	—	19.96
29.	Nanded Mills, Nanded	92.01	92.01	33.33	—	—	33.33	—
30.	New City Mills (Worli Bungalow)	—	—	2.25	—	2.25	—	—
	TOTAL	169.99	152.41	1914.32	—	1603.10	220.84	90.38
	NTC (MP) Ltd., Indore	339.98	304.82					
	Kalyanmai Mills, Indore	33.57	20.00	(7.5.04)				
	TOTAL	33.57	20.00					
	NTC (TN&P) Ltd., Coimbatore							
	TAMILNADU							
31.	Pankaja Mills (Parcel A along with Bldg.)	11.07	9.49	40.43	—	—	40.43	—
	Pankaja Mills (Parcel B along with Bldg.)		1.24	5.97	—	—	5.97	—
32.	Sri Rangavilas Mills, Coimbatore	17.20	6.21	7.82	—	7.82	—	—
	Sri Rangavilas Mills, Coimbatore		3.46	8.00	—	8.00	—	—
33.	Coimbatore Murugan Mills, Cmb.	2.31	0.84	1.89	1.89	—	—	—
34.	Kothandaram Mills, Madurai	2.66	2.66	11.70	—	—	—	11.70

1	2	3	4	5	6	7	8	9
35.	Krishnaveni Mills, Coimbatore	4.52	4.52	5.20	—	5.20	—	—
36.	Bairamvama Mills, Shencattah	20.22	20.22	1.72	—	—	1.72	—
37.	Sri Sarda Mills, Coimbatore	3.41	—	—	—	—	—	—
	Sri Sarda Mills, Coimbatore (Parcel B)		1.46	1.06	—	—	1.06	—
	Sri Sarda Mills		1.95	2.26	—	—	2.26	—
	TOTAL	61.39	52.05	66.05	1.89	21.02	51.44	11.70
	PONDICHERRY							
38.	SreeBharti Mills	15.12	15.12	13.08	—	13.08	—	—
39.	Swadeshi Cotton Mills, Pondicherry	53.30	42.93	19.88	—	19.88	—	—
	TOTAL	68.42	58.05	32.96	—	32.96	—	—
	GRAND TOTAL	186.99	110.10	119.01	1.89	53.98	51.44	11.70
	NTC(WBABO) Ltd., Kolkata							
	WEST BENGAL							
40.	Luxmi Narayan Textile Mills, Rishra	12.30	12.30	8.84	—	—	—	8.84
41.	Rampoona Textile Mills, Serampore	24.29	24.29	13.72	—	—	—	13.72
42.	Bengal Luxmi Tex. Mills, Serampore	27.72	27.72	17.00	—	—	—	17.00
43.	Bangashri Textile Mills, Sukhchar	26.71	26.71	61.12	—	—	61.12	—
44.	Central Cotton Textile Mills, Belur	12.06	12.06	13.40	—	13.40	—	—
45.	Shree Mahalaxmi Textile Mills, Palta	11.34	11.34	15.41	—	—	15.41	—
46.	Bengal Fine Tex Mills No.1 Konnagar	14.58	14.58	8.77	—	—	—	8.77
47.	Kannoria Industries	4.01	4.01	2.81	—	—	—	2.81
48.	Jyoti Weaving Factory, Kolkata	4.98	4.98	13.31	—	13.31	—	—
	TOTAL	137.99	137.99	154.38	—	26.71	76.53	51.14
	BIHAR							
49.	Gaya Cotton Textile Mills, Gaya	29.30	29.30	9.21	—	—	9.21	—
	TOTAL	29.30	29.30	9.21	—	—	9.21	—
	ORISSA							
50.	Oriasa Cotton Textile Mills, Bhagatpur	62.17	62.17	1.15	—	—	—	1.15
	TOTAL	62.17	62.17	1.15	—	—	—	1.15
	GRAND TOTAL	229.46	229.46	164.74	—	26.71	85.74	52.29
	GREAT GRAND TOTAL	1102.96	783.48	3457.94	96.06	2183.26	376.22	802.40

**Statement II*****State-wise & Mill-wise amount spent on Modernisation of Mills***

Sl.No	Name of the Mills	Amount Spent on Modernisation (Rs. in Lacs)
<b>Kerala</b>		
1.	Algappa Tex. Mills	2275.05
2.	Cannanore Mills, Can	158.81
3.	Kerala Laxmi Mills	673.44
4.	Vijayamohini Mills	1206.14
5.	Cannanore Mills, MAHE	1205.89
	Sub-Total (Kerala)	5519.34
<b>Karnataka</b>		
6.	Minerva Mills	549.52
	Sub-total (Karnataka)	549.52
<b>Tamil Nadu</b>		
7.	Cambodia Mills	683.15
8.	Coimbatore Murugan Mills	1200.91
9.	Pankaja Mills	1118.17
10.	Pioneer Spinners Mills	1058.21
11.	Sri Rangavilas S. & W. Mills	746.10
12.	Kaleeswarar Mills 'B' Unit	954.60
	Sub-total (Tamil Nadu)	5761.14
<b>Maharashtra</b>		
13.	Podar Mills	2531.84
14.	Tata Mills	3361.55
15.	India United Mill No. 5	2476.11
16.	Barshi Tex. Mills	1390.77
	Sub-total (Maharashtra)	9760.26
<b>Madhya Pradesh</b>		
17.	Burhanpur Tapti Mills	1083.16
18.	New Bhopal Tex. Mills	1289.00
	Sub-total (Madhya Pradesh)	2372.15
<b>West Bengal</b>		
19.	Arati Cotton Mills	2230.58
	Sub-total (West Bengal)	2230.58
<b>Grand Total</b>		<b>26193.00</b>

*[English]***Setting up of Oceanarium and Marine Theme Park**

1514. SHRI P.C. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a proposal to set up an Oceanarium Complex and Marine Theme Park in Kerala has been pending with the Government; and

(b) if so, the details thereof alongwith the current status of project?

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): (a) and (b) Information is being collected and will be laid on the Table of the House.

*[Translation]***Agriculture in Concurrent List**

1515. SHRI HANSRAJ G. AHIR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a demand has been made to include agriculture in the concurrent list and provision of separate budget for the proper development of Agriculture;

(b) if so, the details thereof and reaction of the Government thereto;

(c) whether the Government has conducted any study on such possibilities for the development of Agriculture Sector;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

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): (a) to (e) The National Commission on Farmers made a recommendation in the "Revised Draft National Policy for Farmers" for including Agriculture under the Concurrent List. However, this recommendation was not incorporated in the National Policy for Farmers 2007 as it requires a

constitutional amendment with the support of the majority of State Legislatures. Representations have been made to the Government from time to time for providing a separate budget for Agriculture. As the agriculture sector has a large number of inter-sectoral linkages which are dealt by several Ministries/Departments of the Central Government, all agriculture related matters cannot be perceived under any one single Ministry, disregarding the inter-linkages. Moreover, as the subject of agriculture relates to the States, the primary responsibility of implementation of policies and programmes for development of agriculture lies with the States and the Central Government supplements the efforts of the States through appropriate financial and policy supports. As such, the suggestion for having a separate agriculture budget was not found feasible.

*[English]***Irrigation Projects**

1516. SHRI RAMESH DUBE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether a large number of ongoing major and medium irrigation projects in the country are being developed without the necessary clearance and approval of the Union Government;

(b) if so, the details thereof alongwith the cost involved in these projects; and

(c) the reasons for not according approval to these projects?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) to (c) As per the Report of Working Group on Water Resources for the XI Five Year Plan, the unapproved projects in the X Plan comprising of 90 major, 136 medium and 74 Extension, Renovation and Modernization (ERM) projects are likely to spill over into XI Plan. The latest estimated cost of these projects is assessed as Rs. 122060.24 crore and expenditure incurred on these projects up to X Plan is assessed as Rs. 41127.75 crore.

Irrigation being State subject, the planning, execution and funding of irrigation projects is within the purview of the concerned State Governments. The Central Appraising Agencies (CAA) considers only those projects which are

submitted by the State Government for appraisal to CAA. However, funding for expeditious completion of these projects being provided under Accelerated Irrigation Benefits Programme is not provided to unapproved projects.

The time taken for completion of appraisal process for the project proposals received by CAA depends on the promptness with which the State Governments comply with the observations of the Central Appraising Agencies.

#### **Legalized Defence Agent for Arms Deals**

1517. SHRI RAVI PRAKASH VERMA:  
SHRI ANANDRAO VITHOBA ADSUL:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of DEFENCE be pleased to State:

(a) whether India is one of the largest importers of military hardware and software in the world but there is not even a single legalized defence agent in the country;

(b) if so, the facts thereof;

(c) whether the Government proposes to legalize defence agents; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) Government constantly review the security environment and accordingly decide to procure the requirements of the Armed Forces through Import or from indigenous manufacturers in accordance with the Defence Procurement Procedure.

On the basis of Ministry of Finance's instructions issued on 31st January, 1989 relating to Indian Agents of foreign suppliers for all the Ministries/Departments under the Government of India, supplementary instructions were issued by the Ministry of Defence in April, 1989 and in November, 2001 to regulate authorized Indian representatives/agents of foreign suppliers. The instructions provide for the regulation of representational arrangements through a system of registration, categorical and open declaration by the foreign suppliers of the services to be rendered by their authorized representatives/agents and

the remuneration payable to them by way of fees, commission or any other method. So far no authorized Indian representatives/agent has been registered by the Ministry of Defence in terms of these instructions.

[Translation]

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#### **Non-issuance of Licences**

1518. SHRI SANTOSH GANGWAR: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Department of Telecommunication (DoT) and Telecom Regulatory Authority of India (TRAI) have jointly formulated any plan determining the direction of non-issuance of licences to new operators without providing adequate spectrum to the existing operators;

(b) if so, whether such move would put a ban on the entry of new operator;

(c) if so, the details thereof; and

(d) the benefits likely to be accrued to the mobile sector in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) to (d) On 13.04.2007, Government sought recommendations of Telecom Regulatory Authority of India (TRAI) on certain terms and conditions of Access Services Licences including the issue of limiting the number of Access providers in each service area. In its recommendations dated 28.08.2007, on "review of license terms and conditions and capping of number of access providers", TRAI has *inter-alia* recommended that there should be no cap on the number of access provider in any service area which has been accepted by the Government. Accordingly, Government is granting new Unified Access Services (UAS) licences in all service areas in the country. Allocation of spectrum to the access services licensees is subject to availability.

Grant of new UAS licences will ensure rapid expansion of tele-density and transformation of the telecommunications sector in a time bound manner to a greater competitive environment in both urban and rural areas.

*[English]***Private Participation In Courier Service**

1519. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has any plan for greater liberalization of the Post and Telegraph Sector in the country;

(b) if so, whether private sector participation particularly in the courier service would be essential;

(c) if so, the details thereof;

(d) whether many State Governments have requested for liberalization of the Post and Telegraph Sector in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Regarding Postal Sector, there is a proposal to amend the Indian Post Office Act, 1898, which is at a formulation stage.

(b) and (c) Do not arise in view of (a) above.

(d) and (e) In respect of Postal Sector, no such request from State Governments have been received.

Information regarding Telegraph Sector will be furnished shortly.

*[Translation]***National Agriculture Development Scheme**

1520. SHRI THAWAR CHAND GEHLOT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Agriculture Development Scheme has been launched;

(b) if so, the details thereof alongwith the criteria for providing assistance to States under the said scheme;

(c) whether long spell of severe cold has caused damage to crops;

(d) if so, the details thereof;

(e) whether the Government has received any representations from social organizations regarding financial assistance to overcome the damage; and

(f) if so, the details thereof and action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF COUNSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI KANTILAL BHURIA):

(a) and (b) Pursuant to the Resolution adopted on 29-05-2007 by the National Development Council (NDC), a new State Plan scheme of Additional Central Assistance (ACA) for agriculture and allied sectors, namely, Rashtriya Krishi Vikas Yojana (RKVY) has been launched during 2007-08 with an envisaged outlay of Rs. 25,000/- crore during the 11th Five Year Plan.

The broad objective of RKVY is to incentivize the States to increase public investment to achieve 4% growth rate in agriculture and allied sectors in the 11th Five Year Plan.

The new scheme requires the States to prepare District and State Agriculture Plans and at least maintain the share of expenditure in agriculture and allied sectors in the total State's Plan expenditure.

(c) to (f) Damage to rabi crops is reported in the States of Punjab, Haryana, Rajasthan, Jammu and Kashmir, Madhya Pradesh and Uttar Pradesh on account of long spell of severe cold.

Cold wave/frost is not covered under the guidelines of Calamity Relief Fund (CRF) and National Calamity Contingency Fund (NCCF). However, the farmers are entitled for compensation under the National Agriculture Insurance Scheme (NAIS) implemented through the State Governments.

**Livestock Insurance Scheme**

1521. SHRI MAHAVIR BHAGORA: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of livestock population in the country, State-wise;

(b) the rules regarding the new livestock insurance scheme; and

(c) the details of the funds allocated and released under the said scheme alongwith the number of beneficiaries, State-wise?

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): (a) The state-wise livestock population in the country as per results of Livestock Census 2003 given in the enclosed statement-I.

(b) The Livestock insurance Scheme is being implemented on a pilot basis in 100 selected districts across the country during 2005-06, 2006-07 and 2007-08. The scheme is being implemented through the State Livestock Development Boards. Under the scheme 50% subsidy on premium is provided by the Central Government to insure crossbred and high yielding cattle and buffaloes and rest of the premium is paid by the beneficiary. The benefit of one time subsidy on premium to a beneficiary is restricted to two crossbred cows or buffaloes for a policy of maximum period of three years. The animal can be insured under the scheme for maximum of their current market value. Animals covered under any other insurance scheme/plan scheme will not be covered under this scheme. The premium rates may not exceed 4.5% for annual policies and 12% for 3 year policies (inclusive of additional risk factors). Further, the claims are to be settled by the insurance companies within 15 days on receipt of claims with the requisite documents.

(c) The State-wise funds released and the number of animals insured under the scheme is given in the enclosed statement-II. The information regarding the number of beneficiaries is not being maintained.

**Statement I**

*State-wise Livestock Population as per the results of Livestock Census 2003*

Sl. No.	Name of the State/ Union territory	Livestock Population (in '000)
1	2	3
1.	Andhra Pradesh	48195
2.	Arunachal Pradesh	1257
3.	Assam	13829
4.	Bihar	27162

1	2	3
5.	Chhattisgarh	13493
6.	Goa	212
7.	Gujarat	21655
8.	Haryana	8885
9.	Himachal Pradesh	5116
10.	Jammu and Kashmir	9899
11.	Jharkhand	15826
12.	Karnataka	25621
13.	Kerala	3481
14.	Madhya Pradesh	35617
15.	Maharashtra	36763
16.	Manipur	971
17.	Meghalaya	1551
18.	Mizoram	280
19.	Nagaland	1349
20.	Orissa	23391
21.	Punjab	8608
22.	Rajasthan	49136
23.	Sikkim	337
24.	Tamil Nadu	24942
25.	Tripura	1458
26.	Uttaranchal	4943
27.	Uttar Pradesh	58531
28.	West Bengal	41619
29.	Andaman and Nicobar Islands	196
30.	Chandigarh	31
31.	Dadra and Nagar Haveli	78
32.	Daman and Diu	10
33.	Delhi	373
34.	Lakshadweep	52
35.	Pondicherry	133
	All India	485002

**Statement II*****Funds released and number of animals insured under Livestock Insurance Scheme***

Sl.No.	Name of the State (Number of districts)	Funds Released (in Rs. lakhs)				Total number of animals insured (upto 28.2.2008)
		2005-06	2006-07	2007-08 (upto 28.2.2008)	Total	
1.	Andhra Pradesh (8)	184.60	905.00	300.00	1389.60	147165
2.	Arunchal Pradesh (2)	47.00	40.00		87.00	1012
3.	Assam(2)	47.00	88.00		135.00	1306
4.	Bihar(5)	133.00	112.00	100.00	345.00	12280
5.	Chhattisgarh (2)	44.00	50.00		94.00	6022
6.	Gujarat (6)	150.00	271.00		421.00	21351
7.	Haryana	133.00	199.00	200.00	532.00	100523
8.	Himachal Pradesh	44.00	73.00	150.00	267.00	24338
9.	Jammu and Kashmir	44.00	15.00		59.00	1380
10.	Jharkhand	44.00	50.00		94.00	2814
11.	Karnataka	110.00	33.00	300.00	443.00	11394
12.	Kerala	68.00	450.00	100.00	618.00	72509
13.	Madhya Pradesh	150.00	192.00		342.00	11989
14.	Maharashtra	150.00	370.00	250.00	770.00	38782
15.	Manipur	47.00	61.00		108.00	274
16.	Meghalaya	47.00	40.00		87.00	195
17.	Mizoram	47.00	40.00		87.00	696
18.	Nagaland	47.00	110.00		157.00	6730
19.	Orissa	69.00	45.00	50.00	164.00	30386
20.	Punjab	125.00	302.00		427.00	13701
21.	Rajasthan	150.00	306.00		456.00	15307
22.	Sikkim	46.00	61.00		107.00	2568
23.	Tamil Nadu	106.00	582.00	150.00	838.00	97233
24.	Tripura	22.00	60.00		82.00	2497
25.	Jharkhand	44.54	67.00		111.54	5589
26.	Uttar Pradesh	254.00	419.00		673.00	23443
27.	West Bengal	68.00	59.00		127.00	2507
ALL INDIA		2421.14	5000.00	1800.00	9021.14	653991



*[English]***Special Assistance for Modernisation of Jute Mills**

1522. SHRI G. KARUNAKARA REDDY: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government is providing/proposes to provide special assistance for modernization and upgradation of sick/running Jute mills;

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

(c) the funds allocated for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) Yes, Sir. The Ministry of Textiles has launched the scheme viz. Scheme for Acquisition of Machinery and Plant (Capital Subsidy) to

provide special assistance for the modernization of sick/running jute mills under the Jute Technology Mission (JTM), w.e.f. 2007-08. Besides jute mills can also claim assistance under Technology Upgradation Funds Scheme(TUFS) of Ministry of Textiles, which was launched from 1/4/99 and has been extended upto March, 2012.

(b) Under the scheme for acquisition of Machinery and Plant, all jute mills/companies are eligible who pay cess on manufacture of jute goods and submit returns on payment of cess, to get subsidy @ 20% on the cost of new Indigenous machinery and plant and new/old imported machinery, installed in jute mills/units to produce diversified jute products. Under TUFS 5% interest subsidy is provided against the loan taken by mills for modernization.

The state wise details of the mills and the amount disbursed 2007-08 are given below:

*Jute Technology Mission : Scheme for Acquisition of Machinery & Plant (Capital subsidy)*

Sl.No	Jute Mills	State	Investment (in Rs.)	Subsidy (in Rs.)	State Total
1	2	3	4	5	6
1.	Sri Kalindi Surapu Naidu Jute Twine Industries (P) Ltd.	A.P.	1751000	350,200	
2.	Swarandhra Jute Mills (P) Ltd.	A.P.	26790400	5,358080	
	Total Andhra Pradesh				5,708,280
3.	Apex Yarn Limited	Assam	12300400	246080	
4.	Ashoka Weaving Limited	Assam	2072500	414,500	
	Total Assam				2,674,680
5.	Winsome International Ltd. (Unit Ramewara Jute Mills)	Bihar	7076160	1,415232	
	Total Bihar				1,415,232
6.	Alliance Mills (Lessees) Ltd.	W.B.	706160	1,032,612	
7.	Alliance Mills (Lessees) Ltd.	W.B.	3261440	652,288	
8.	Caledonian Jute & Industries Ltd	W.B.	3553680	710,736	
9.	Caledonian Jute & Industries Ltd	W.B.	5486000	1,097,200	
10.	Cheviot Co.Ltd (Unit Budge Budge).	W.B.	12210587	2,442,117	
11.	Crescent Jute Co.(P) Ltd	W.B.	1816632	363,328	

1	2	3	4	5	6
12.	Caledonian Jute & Industries Ltd	W.B.	462800	92,560	
13.	Hasting Jute Mills	W.B.	24404640	4,880,928	
14.	Jagatdal Jute & Industries Ltd.	W.B.	573040	114,608	
15.	Jagatdal Jute & Industries Ltd.	W.B.	1466400	293,280	
16.	Loomtex Engineering (P) Ltd.	W.B.	5746000	1,149,200	
17.	New Central Jute Mills Co. Ltd.	W.B.	10062000	2,012,400	
18.	Prabarak Jute Mill Ltd.	W.B.,	3432000	686,400	
19.	Reliance Jute Mills (International) Ltd.	W.B.	4884920	976,984	
20.	Reliance Jute Mills (International) Ltd	W.B.	19006000	3,801,200	
Total West Bengal					20,305,739
Grand Total					30,303,831

*Technology Upgradation Fund Scheme: (upto 31st December, 2007)*

Sl. No.	Name of the Unit	Sanctioned/Disbursement under TUFS (Rs. Crore)	Date of Sanction/ Disbursement	State-wise location of the Unit
1.	Dharmesh Textiles	1.98	Disbursed in Aug., 2007	Haryana
2.	Dharmesh Textiles	0.76	Disbursed in Aug., 2007	Haryana
3.	Essem Jute Twines Ltd.	0.4	Disbursed in Oct., 2007	West Bengal
4.	Super Fibres	2.50	Sanctioned on Dec., 2007	Haryana

(c) An amount of Rs. 100.00 Crores has been allocated for Acquisition of Machinery Scheme in the Eleventh Five Year Plan.

**Setting up of NTC Showrooms**

1523. SHRI ANANTA NAYAK: Will the Minister of TEXTILES be pleased to state:

(a) whether the National Textile Corporation (NTC) has taken any steps to promote retail marketing;

(b) if so, the details thereof;

(c) whether new showrooms are proposed to be set up by the NTC in the country;

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

(e) the time by which such showrooms are likely to be set up alongwith the funds allocated for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGOVAR): (a) and (b) Yes, Sir. It has been decided by NTC to revive and revamp its 100 showrooms in a phased manner to promote retail marketing.

(c) No, Sir.

(d) and (e) Do not arise.

**Problems Faced by Child Labourers**

1524. SHRI MADHU GOUD YASKHI: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Union Government has received a Memorandum regarding problems faced by the Child Labourers from the Bal Mazdoor Union an Organisation formed and run by the Child Labourers themselves;

(b) if so, the details of the problems mentioned in the Memorandum; and

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

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) No, Sir. Ministry of Labour and Employment has not received any Memorandum from the Bal Mazdoor Union.

(b) and (c) Do not arise.

**Production of Telephone Instruments**

1525. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Union Government has received any proposal for production of Landline Telephone instrument and Mobile Phone instrument in district Jamnagar in Gujarat by Bharat Sanchar Nigam Limited (BSNL) and Government of Gujarat in joint sector;

(b) if so, the details thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir. However, a reference was received from Hon'ble MP Shri Vikrambhai Arjanbhai Madam requesting the then Hon'ble MOC&IT to arrange more mobile phone factories at District Jamnagar in Gujarat State. The then Hon'ble MOC&IT had replied to Hon'ble MP.

(b) and (c) No such plan to take up manufacture of telephone instruments by BSNL.

[Translation]

**Awareness among Telecom Consumers**

1526. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the TRAI has taken steps in the direction of the educating, protecting and creating awareness among the telecom consumers;

(b) if so, the details thereof;

(c) whether there are Telecom Advisory Committees at the district level for Bharat Sanchar Nigam Limited and Mahanagar Telephone Nigam Limited;

(d) if so, whether the Government has received suggestions to bring other private telecom service providers companies under the ambit of the said Advisory Committees;

(e) if so, the details thereof;

(f) whether the Government proposes to consider the above suggestion; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) During Jan, 2008, TRAI has released and advertisement in the leading newspapers highlighting the institutional mechanism available to telecom consumers to redress their grievances against the service providers.

During the year 2007, TRAI has conducted four workshops on consumer education and capacity building of the Consumer Advocacy Groups.

During the year 2007, TRAI has also published a handbook highlighting the main points of consumer centric regulations, directions and its orders.

(c) The TACs are at Telecom District level.

(d) Yes, Sir.

(e) and (f) Shri Raghuveer Singh Koshal, Hon'ble M.P. has made a suggestion for formation of Telecom Advisory Committees (TACs) in private telecom service

provider companies in line with Bharat Sanchar Nigam Ltd. However, at present, there is no such plan.

(g) Does not arise in view of (e) and (f) above.

*[English]*

#### **Waiting List for Telephone Connections**

1527. SHRI G. M. SIDDESWARA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether there is reduction in Government's interest in the expansion of communication services in rural areas;

(b) if so, whether in rural areas, people have to wait for eight years after the registration for telephone connections; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) No, Sir. In order to give more attention to telecom services in rural areas, Government has undertaken the following schemes:-

- (i) Provision of Village Public Telephones (VPTs) in 66,822 uncovered villages under Bharat Nirman through subsidy support from Universal Service Obligation Fund (USOF).
- (ii) Setting up of 7871 Sharable Infrastructure Sites in 500 districts for provision of mobile services in rural and remote areas through subsidy support from USOF (Phase-I).
- (iii) Second Phase of the Mobile Infrastructure Scheme for setting up 11,049 additional tower to cover the remaining uncovered rural and remote areas of the country is likely to be launched shortly.
- (iv) For creation of general infrastructure for development of telephone facilities, Government has proposed to improve the Optical Fibre connectivity (OFC) network between the Block Headquarters and District Headquarters.
- (v) Subsidy support through USOF for Rural Direct Exchange Lines (RDELs).

(b) and (c) The information is being collected and will be laid on the Table of the House.

#### **Fishing Vessels**

1528. SHRI JASUBHAI DHANABHAI BARAD : Will the Minister of AGRICULTURE be pleased to state:

(a) whether the fisheries sector has demanded for setting up of a funding agency to help for purchase of fishing vessels;

(b) if so, the details thereof;

(c) whether funding to fisheries sector is inadequate for its development; and

(d) if so, the details thereof and remedial action taken in this regard?

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): (a) to (d) The information is being collected and will be placed on the Table of the House.

#### **Intervention Programme on Chronic Unemployment**

1529. DR. M. JAGANNATH: Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) whether the Government has recently launched/ proposes to launch a specific policy intervention programme for districts with chronic unemployment and industrial under development; and

(b) If so, the details thereof alongwith the time by which it is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) and (b) Various studies in the past have sought to identify industrially backward regions in the country. More recently, with a view to focus on district specific cases of industrial backwardness, inter-departmental meetings have been held and the relevant data available is being analysed to finalise and implement concrete policy decisions to address purposively the causes of industrial backwardness in various districts in a calibrated manner.

Central Government has been implementing various employment generation and poverty alleviation schemes/programmes such as Sampurna Grameen Rozgar Yojana (SGRY); Swarnajayanti Gram Swarozgar Yojana (SGSY); Swarna Jayanti Shahari Rozgar Yojana (SJSRY); Pradhan Mantri Rozgar Yojana (PMRY) and Rural Employment Generation Programme (REGP).

National Rural Employment Guarantee Act, 2005 (NREGA) was launched for securing the livelihood of the people in rural areas by guaranteeing 100 days of employment in a financial year to a rural household. It has been decided to cover all rural areas of the country under NREGA with effect from 01-04-2008.

Apart from the above mentioned schemes, the Backward Regions Grant Fund (BRGF) was launched in August, 2006 to cover 250 districts including 170 districts identified as backward by the Inter-Ministry Task Group on Redressing Growing Regional Imbalances.

*[Translation]*

#### **Production of Spices**

1530. SHRI RAMDAS ATHAWALE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the production of various spices in the country is not as per the requirement at present;

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

(c) the steps being taken by the Government to enhance the production of spices in the country?

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): (a) and (b) The production of majority of spices in the country is sufficient to meet the domestic requirement. However, the production of minor spices like cassia, clove, star anise, aniseed, poppy seed is relatively less to meet the domestic demand due to the limited availability of specific agro-climatic conditions required for profitable cultivation of these crops. The country depends on import of these minor spices to meet their requirement. A *statement* showing the details of area, production, export and import of spices in India for the last 10 years is enclosed.

(c) For enhancing horticulture production including spices, two Centrally Sponsored Schemes namely National Horticulture Mission and Horticulture Technology Mission for North Eastern and Himalayan States, are being implemented in the country. The schemes aimed at increasing production and productivity of quality spices in the country to meet the growing demand in the domestic as well as export market. The assistance is provided to farmers for production and distribution by high yielding and export oriented varieties of spices to different agro climatic conditions for their wide coverage in the area expansion programme, integrated pest management, organic farming, transfer of technology programmes, training programmes etc.

#### **Statement**

*The details of area, production, export & import of spices in India for the last ten years*

Year	Area (’000 ha)	Prod. (’000 tonnes)	Export		Import	
			Qty. (’000 tonnes)	Value (Rs. in lakhs)	Qty. (’000 tonnes)	Value (Rs. in lakhs)
1	2	3	4	5	6	7
1998-99	2477.62	3304.36	240.86	179609.78	62.96	29358.23
1999-00	2419.66	3236.75	235.61	204367.87	64.96	29409.30
2000-01	2341.54	3002.29	235.92	183352.91	44.14	25509.38
2001-02	2764.79	3343.85	243.20	194054.59	86.34	50507.65

1	2	3	4	5	6	7
2002-03	2479.19	2863.04	264.11	208671.02	121.37	58873.11
2003-04	2664.94	3721.71	254.38	191160.19	126.24	56363.72
2004-05	2551.59	3757.23	335.49	220000.00	99.10	54023.93
2005-06	2486.39	3697.14	350.36	262762.46	84.50	51540.50
2006-07	2488.43	3686.15	373.75	357575.00	95.41	60387.00
2007-08 (April-Jan.)			349.78	348548.26	65.00	45071.62

[English]

#### Textile Workers Rehabilitation Fund Scheme

1531. SHRI ASADUDDIN OWAISI: Will the Minister of TEXTILES be pleased to state:

(a) whether the Union Government is implementing a scheme Textile Workers Rehabilitation Fund Scheme(TWRFS) to provide relief to workers of closed textile mills;

(b) if so, the details thereof and the eligibility criteria for workers to be covered thereunder;

(c) whether the Union Government proposes to remove wage ceiling under the scheme;

(d) if so, the details thereof;

(e) whether the State Governments are also cooperating with Union Government in implementing this scheme; and

(f) if so, the details thereof and if not, the difficulties being faced by Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI E.V.K.S. ELANGO VAN): (a) Yes, Sir.

(b) The Scheme has been in operation with effect from 15th September, 1986. It seeks to provide interim relief to textile workers rendered unemployed as a consequence of permanent closure of any particular portion or entire textile units. Assistance under the Scheme is payable to eligible workers only for the purpose of enabling them to settle in another employment. Such assistance is not heritable, transferable or capable of being

attached on account of any other liabilities of the worker. The worker's eligibility shall cease if he takes up employment in another registered or licensed undertaking. The rehabilitation assistance will not be curtailed if the worker fixes himself in a self-employment venture. To avail the relief under this Scheme, any worker is eligible provided he/she has been engaged in a closed textile unit on the date of its closure continuously for five years or more and earning a wage equivalent of Rs. 2500 per month or less for the mills closed between 06.06.1985 to 01.04.1993 and Rs. 3500 or less thereafter. They should be contributing to provident fund maintained by the Regional Provident Fund Commissioner of the State concerned,

(c) No, Sir.

(d) Does not arise.

(e) and (f) The cooperation and assistance of the State Governments is crucial in smooth functioning of this Scheme. The State Governments collect the details of the workers from the management/official liquidator/provident fund authorities etc. and forward the same to the concerned regional office of the Textile Commissioner. The State Governments also certify the relief claiming application of the individual workers.

#### Value Addition of Arecanut

1532. SHRI P. C. THOMAS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is considering 'any scheme for value addition of arecanut; and

(b) if so, the details thereof alongwith the steps taken to promote private entrepreneurs in the said scheme?

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): (a) and (b) There is no scheme under the consideration of Government for value addition of arecanut. Central Arecanut Marketing and Processing Co-operative (CAMPCO) is promoting and marketing value added products of arecanut and has set up a small consumer packaging unit and launched its own brand Mangala supari and a research unit has also been set up to explore the market feasibility of roasted arecanut. Kaju supari and kaju khadak supari are two value added products from CAMPCO which are free from tobacco.

#### **Aircraft Carrier Admiral Gorshkov**

1533. SHRI RAVI PRAKASH VERMA:  
SHRI ASADUDDIN OWAISI:  
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of DEFENCE be pleased to state:

(a) whether Russia has demanded an additional amount for the modernization and refit of the decommissioned aircraft carrier Admiral Gorshkov;

(b) if so, whether an expert team visited Russia to settle the issue of additional demand;

(c) if so, the result achieved in this regard; and

(d) the time by which the final deal is likely to take place?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) The expert team discussed matters regarding additional works projected by the Russian side.

(c) The process of examination of the scope and necessity for additional works has been initiated.

(d) It is not feasible to specify a time limit in this respect.

#### **Indebted Farmers**

1534. SHRI MADHU GOUD YASKHI:  
SHRI ANIRUDH PRASAD *Alias*  
SADHU YADAV:  
SHRIMATI NIVEDITA MANE:  
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether majority of farmers in the country don't have access to banks and have to depend upon moneylenders who charge very high rates of interest;

(b) if so, the reaction of the Government thereto and action taken thereon;

(c) whether the Government has examined the report of the Rangarajan Committee and the National Commission on Farmers in this regard; and

(d) if so, the details thereof and action taken thereon?

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): (a) As per the report on Indebtedness of Farmer Households released by National Sample Survey Organization in May, 2005 (Report No. 498), the most important source of loan in terms of percentage of outstanding loan amount was banks (36%), followed by moneylenders (26%).

(b) to (d) The Government has examined the reports of various committees/groups including the report of the Rangarajan Committee and the National Commission on Farmers regarding providing more credit facilities to the farmers at a reasonable rate of interest. In consultation with the Reserve Bank of India and National Bank for Agriculture and Rural Development, the Government has initiated several measures in this regard, details of which are given in the enclosed statement.

#### **Statement**

The Government of India has, in recent years, in consultation with the Reserve Bank of India and NABARD, initiated several steps in providing more credit facilities to the farmers. Some of the important initiatives are detailed below:

1. The Reserve Bank had constituted a Working Group to suggest measures to further simplify the procedures so as to reduce the cost and time for obtaining agricultural loans, especially by small and marginal farmers. Three recommendations, viz., dispensing with no dues certificate (NDC) for small loans upto Rs. 50,000; considering opening of counselling centres and extending credit to the landless labourers, sharecroppers and oral lessees based on the certificates provided by local administration/ Panchayati Raj institutions of the Working Group were accepted and banks were advised accordingly.
2. Based on the Interim Recommendations of the Committee on Financial inclusion headed by Dr. C Rangarajan, constitution of two Funds, i.e., the "Financial Inclusion Fund" with NABARD, for meeting the cost of developmental and promotional interventions, and a "Financial Inclusion Technology Fund" to meet the costs of technology adoption was announced in the Union Budget (2007-08). Each Fund will have an overall corpus of Rs. 500 crore, with initial funding to be contributed by the Central Government, RBI and NABARD in the ratio of 40:40:20. The implementation of a comprehensive policy for financial inclusion is expected to increase the access of vulnerable sections of the rural population to financial services, including credit.
3. Based on the final report of the Committee on Financial Inclusion, the following has been proposed in the Union Budget 2008-09:
  - to advise commercial banks, including RRBs, to add at least 250 rural household accounts every year at each of their rural and semi-urban branches; and
  - to allow individuals such as retired bank officers, ex-servicemen etc to be appointed as business facilitator or business correspondent or credit counsellor.
4. It has been proposed in the Union Budget 2008-09 that Banks will be encouraged to embrace the concept of Total Financial Inclusion. All scheduled commercial banks will be advised to meet the entire credit requirements of SHG members, namely, (a) income generation activities, (b) social needs like housing, education, marriage etc and (c) debt swapping.
5. A scheme of debt waiver and debt relief for farmers estimated to involve an outlay of Rs. 60,000 crore, has been announced by the Government in the Union Budget for 2008-09.
6. Considering that high rates of interest often act as a deterrent to farmers from availing farm credit, it was announced in the Union Budget (2006-07), that crop loans upto Rs. 3 lakh would be given at 7% rate of interest. Accordingly, crop loans are presently being made available at 7% at the ground level by almost all banks with interest subvention from the Government of India. This scheme is continued for 2007-08 and 2008-09 also.
7. Banks have also been advised to:
  - (i) simplify the procedure for documentation in respect of agricultural loans;
  - (ii) loans upto Rs. 50,000/- have been made collateral free;
  - (iii) to provide all eligible farmers with Kisan Credit Cards to enable them to have hassle free access to credit.
8. As part of the measures announced by the Reserve Bank of India for financial inclusion, banks have been advised to issue General Credit Cards upto Rs. 25,000/- without insisting on security and end use of funds.
9. The Government of India announced a comprehensive Farm Credit Package in June 2004 for doubling the credit to agriculture in three years (2004-05 to 2006-07), which, among other things, stipulated the following:
  - i. The scheduled banks (Commercial banks and RRBs) were advised to finance 50 lakh new farmers during each of the three years. The target of covering 50 lakh new farmers has been surpassed during each of the three years.
  - ii. The Package also included certain debt relief measures for farmers in distress and farmers in arrears to enable them to get fresh credit. Besides, One Time Settlement (OTS) scheme



for small and marginal farmers and relief to farmers indebted to non institutional lenders such as moneylenders etc. were also implemented to enable them to access fresh credit from banks.

10. To improve the outreach among the poor and the informal sector, NABARD has pioneered the SHG-Bank linkage programme which has since become the largest SHG programme in the world. Banks have also been advised to finance Joint Liability Groups (JLGs) and Tenant Farmers' Groups (TFGs).
11. Banks have been advised to undertake, on a pilot basis, 100% financial inclusion in at least one district in each State. Based on the success of the pilot, the State Level Bankers Committee in the States will draw a time-table for achieving 100% financial inclusion in other districts of the State.
12. To improve the financial outreach, detailed guidelines for Banking Correspondent/Banking Facilitator models have been provided to banks by RBI.
13. Pilots have also been undertaken for improving outreach in areas with difficult geographical terrain/remote areas (experiencing lack of infrastructure and where banks may find it uneconomical to open branches) through the use of Technology (including information technology). Many banks are examining ways and means to replicate the pilot.
14. In order to mitigate distress of farmers in 31 debt-ridden districts of Maharashtra(6), Andhra Pradesh(16), Karnataka(6) and Kerala(3), the Hon'ble Prime Minister announced a Rehabilitation Package, including waiver of entire interest on overdue agricultural loans as on 01.07.2006, so as to make farmers immediately eligible for fresh loans from the banking system. Additional farm credit flow is being ensured in these 31 districts through the banking sector.
15. The Cooperative credit system, which are the main financial institution for catering to the credit needs of the farmers more particularly the small and marginal farmers, have become sick due to financial, structural and managerial weaknesses. In order to revive the short-term rural cooperative credit institutions, a package of measures as

recommended by the Vaidyanathan Committee with estimated financial outlay of Rs 13596 crore, is under implementation. So far, 17 States, viz. Andhra Pradesh, Arunachal Pradesh, Bihar, Chhattisgarh, Gujarat, Haryana, Madhya Pradesh, Maharashtra, Nagaland, Rajasthan, Orissa, Punjab, Tamil Nadu, Tripura, Uttarakhand, Uttar Pradesh and West Bengal have executed the MoUs with Government of India and NABARD for implementation of the revival package.

16. The Central Government and the State Governments have reached an agreement on the content of the package to implement the Prof. Vaidyanathan Committee's report on reviving the long-term cooperative credit structure. The cost of the package is estimated at Rs. 3,074 crore, of which the Central Government's share will be Rs. 2,642 crore or 86 per cent of the total burden.

*[Translation]*

#### **Bio-Security System**

1535. SHRI HANSRAJ G. AHIR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to maintain a system of bio-security based on agriculture in view of increasing imports;

(b) if so, the details thereof;

(c) whether the National Commission on farmers has recommended a review of the existing infrastructural and institutional facilities regarding bio-security; and

(d) if so, the details thereof and action taken thereon?

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): (a) and (b) Government of India has an existing system of agricultural bio-security maintained through its Plan and Animal Quarantine systems. The import of agricultural commodities is regulated through 57 Plant Quarantine Stations covering the notified import entry points, airports, seaports, and land frontiers, and sixty in-land depots to carry out plant quarantine inspections and to facilitate safe import and export of plants and plant materials. The legislative framework is provided by the Plant Quarantine

(Regulation of Import into India) order, 2003 issued under the Destructive Insects and Pests Act, 1914. The purpose and intent of this Act is to prevent the introduction of any insect, nematodes, weeds, fungus or other invasive and exotic pest, which is or may be destructive to crops. The import of plants and plant materials are regulated on the basis of a scientific Pest Risk Analysis to safeguard the native plants species from exotic pests. For Animal Quarantine there is a central legislation, entitled, "The Livestock Importation (Amendment) Act, 2001" under which the central government has powers to regulate, restrict or prohibit entry of livestock and livestock products, which may adversely affect human and animal health. The import of livestock and livestock products are allowed through Quarantine Stations at Delhi, Chennai, Mumbai and Kolkata.

(c) and (d) The National Commission on Farmers recommended the setting up of a National Agricultural Bio-security System, a National Agricultural Bio-security Council for policy making and coordination, a National Center for Agricultural Bio-security and a National Agricultural Bio-security Network. On the basis of the recommendations made by the National Commission on Farmers, Government of India formulated the National Policy for Farmers, 2007. This policy has the goal to strengthen the bio-security of crops, farm animals, fish and forest trees for safeguarding the livelihood and income security of farmers families and the health and trade security of the nation. This policy has laid down the establishment of an Integrated National Agricultural Bio-security System (NABS) covering crops, animal husbandry, fisheries, forestry and agriculturally relevant micro-organisms, with the objectives to (i) safeguard the income and livelihood security of farmers families, (ii) enhance national and local capacity in initiating proactive measures in monitoring and early warning, education, international cooperation, (iii) introduce an integrated bio-security package, and (iv) organize an integrated national

agricultural bio-security programme with effective home and regional quarantine facilities.

#### **Pole-Less City by Laying Underground Cables**

1536. SHRI RAGHUVeer SINGH KOSHAL: Will the minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Bharat Sanchar Nigam Limited proposes to make this cities pole-less by laying under ground cables;

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

(c) the details of the telecom districts wherein said work is being executed in Rajasthan and the percentage of work completed alongwith the percentage of work yet to be completed;

(d) the total number of the telephone poles received as a result thereof making the cities pole-less, location-wise; and

(e) the details in regard to disposal of said poles through sale etc.?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) Circle-wise details are given in the enclosed statement-I.

(c) SSA-wise details are given in the enclosed statement-II.

(d) 756820 poles have been recovered. Circle-wise details are given in the enclosed statement I.

(e) 295797 poles have been disposed through sales.

#### **Statement I**

*Circle-wise List Indicating Number of DELs Made Poleless as on 31.1.2008, Number of Poles Recovered after Poleless activity and Number of Poles Disposed through Sales*

Sl.No.	Name of circle	No. of DEL's made Poleless as on 31.1.2008	Total No. of Telephone Poles recovered after poleless activity	No. of poles disposed through sales
1	2	3	4	5
1.	Andaman and Nicobar	12,454	2,450	Nil
2.	Andhra Pradesh	5,46,203	38,353	Nil

1	2	3	4	5
3.	Assam	1,46,209	9,899	Nil
4.	Bihar	1,12,193	Nil	Nil
5.	Chhattisgarh	1,28,194	6509	4650
6.	Gujarat	12,02,156	49,886	15,914
7.	Haryana	5,59,523	55,627	Nil
8.	Himachal Pradesh	38,139	231	Nil
9.	Jammu and Kashmir	29,166	1,767	Nil
10.	Jharkhand	96,648	1,288	Nil
11.	Karnataka	7,07,297	42,939	24,909
12.	Kerala	23,62,308	2,85,092	1,62,580
13.	Madhya Pradesh	11,00,269	17,055	2,573
14.	Maharashtra	8,54,926	Nil	Nil
15.	North East-I	14,989	Nil	Nil
16.	North East-II	31,149	920	Nil
17.	Orissa	2,58,383	3,372	Nil
18.	Punjab	6,65,546	52,777	11,170
19.	Rajasthan	3,45,388	35,641	4,698
20.	Tamil Nadu	12,38,856	1,09,886	63,717
21.	Uttaranchal	1,15,599	2,773	Nil
22.	Uttar Pradesh East	5,04,731	18,710	1,644
23.	Uttar Pradesh West	8,553	7,012	0
24.	West Bengal	1,79,521	50,689	Nil
25.	Kolkata TD	8,84,294	Nil	Nil
26.	Chennai TD	6,99,812	3,944	3,944
TOTAL		1,28,42,506	7,56,820	2,95,797

**Statement II**

*State-wise List where pole less work is being done in Rajasthan alongwith percentage of Work completed and yet to be completed, No. of Poles Recovered and No. of Poles Disposed*

Sl. No.	Name of SSA	No. of DEL's as on 31.1.2008	No. of DEL's made Poleless as on 31.1.2008	Percentage of work completed	Percentage of work yet to be completed	Total No. of Telephone Poles recovered after Poleless activity	No. of Poles disposed through sales
1.	Ajmer	84893	14399	16.96	83.04	503	0
2.	Alwar	65057	18947	29.12	70.88	1600	0
3.	Banswara	42142	12222	29.00	71.00	641	0
4.	Barmer	33450	8519	25.47	74.53	349	0
5.	Bharatpur	54964	15866	28.87	71.13	56	0
6.	Bhilwara	50971	19387	38.04	61.96	1867	0
7.	Bikaner	44459	7101	15.97	84.03	0	0
8.	Bundi	15899	9300	58.49	41.51	875	486
9.	Chittorgarh	40105	14765	36.82	63.18	925	0
10.	Churu	54392	17180	31.59	68.41	661	0
11.	Jaipur	268967	35852	13.33	86.67	1661	0
12.	Jaisalmer	10761	2302	21.39	78.61	0	0
13.	Jhalawar	21003	8164	38.87	61.13	935	0
14.	Jhunjhunu	62756	23980	38.21	61.79	3882	0
15.	Jodhpur	104900	29484	28.11	71.89	2073	0
16.	Kota	79782	19268	24.15	75.85	2487	0
17.	Nagaur	68918	8669	12.58	87.42	3389	3389
18.	Pali	76780	6227	8.11	91.89	453	0
19.	Sawai-Madhopur	40363	7072	17.52	82.48	439	0
20.	Sikar	61871	6431	10.39	89.61	804	0
21.	Sirohi	61255	35031	57.19	42.81	7105	0
22.	Sriganga-Nagar	105667	17005	16.09	83.91	3101	0
23.	Tonk	20290	381	1.88	98.12	0	0
24.	Udaipur	94730	7836	8.27	91.73	1835	821
<b>Total</b>		<b>1564375</b>	<b>345388</b>	<b>22.08</b>	<b>77.92</b>	<b>35641</b>	<b>4696</b>

*[English]***Hike in Defence Allocation**

1537. SHRI JASUBHAI DHANABHAI BARAD:  
SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to raise its outlay for the defence sector in the financial year 2008-2009;

(b) if so, the details thereof:

(c) whether the Government has spent the allocated outlay for the last two years;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir. The Government proposes to raise the outlay in the financial year 2008-2009.

(b) A total Defence Outlay of Rs. 105600 crores has been sought for the financial year 2008-2009.

(c) to (e) The details of utilization of allocated outlay during the last two years are as follows:—

(Rs. in crores)

Year	RE	Actual Utilization	Reasons for variation
2005-2006	81700	80548.98	Due to non fructification of certain capital schemes there was a minor variation between the RE allocations and actual utilization
2006-2007	86000	85494.64	The variation is insignificant (0.58% of RE)

**Telecom Coverage Area**

1538. SHRI G.M. SIDDESWARA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the tele-density in the country has gone up over a period of time as a result of allowing private telecom operators in the communication network of the country;

(b) if so, the details thereof; and

(c) the percentage of coverage of rural areas by private telecom operators out of their total communication coverage area in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): (a) Yes, Sir.

(b) The tele-density in the country has gone up from 0.89 % in March 1994 to 24.63 % by the end of January 2008.

(c) As on 31.01.2008, out of 205.15 million telephones provided by private telecom operators in the country, about 45.59 million telephones have been provided in the rural areas which are about 22.22 % of the total telephones provided by them in the country.

*[Translation]***Survey on Unemployment**

1539. DR. CHINTA MOHAN:  
SHRI HARISINH CHAVDA:  
SHRI NIKHIL KUMAR:  
SHRI HANNAN MOLLAH:  
PROF. MAHADEORAO SHIWANKAR:  
SHRI V.K.THUMMAR:  
SHRI SURAJ SINGH:  
PROF. M. RAMADASS:  
SHRI AJAY CHAKRABORTY:  
SHRI BALASHOWRY VALLABHANENI:  
SHRIMATI JAYAPRADA:

Will the Minister of LABOUR AND EMPLOYMENT be pleased to state:

(a) the number of educated and uneducated rural and urban persons including Scheduled Castes, Scheduled Tribes and Other Backward Classes registered with employment exchanges in the country during each of the last three years and thereafter till date, separately, State-wise;

(b) whether any survey has been conducted by some agencies including International Labour Organisation and National Sample Survey Organisation to assess the unemployment in the country;

(c) if so, the details thereof and the steps taken by the Government to create Additional avenues/opportunities for employment during the Eleventh Five Year Plan period; and -

(d) the number of rural and urban unemployed persons targeted to be provided employment during 2008-09?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR AND EMPLOYMENT (SHRI OSCAR FERNANDES): (a) State-wise number of educated and uneducated job seekers as also number of rural and urban job seekers including Scheduled Castes, Scheduled Tribes and Other Backward classes registered with employment

exchanges as on 31.12.03, 31.12.04 and 31.12.2005 is given in the enclosed statements-I, II and III Respectively.

(b) Estimates of employment and unemployment are obtained through quinquennial labour force surveys conducted by National Sample Survey Organisation and last such survey was conducted during 2004-05.

(c) and (d) As per two most recent quinquennial rounds of National Sample Survey Organisation (NSSO) on employment and unemployment, unemployment rate on usual status basis is estimated at 2.3% in 2004-05 (61st round) as compared to 2.2% in 1999-2000 (55th round). Government has been implementing various employment generation schemes such as Prime Minister's Rozgar Yojana (PMRY); Swarna Jayanti Shahari Rozgar Yojana (SJSRY); Swarnajayanti Gram Swarozgar Yojana (SGSY); Sampurna Grameen Rozgar Yojana (SGRY); Rural Employment Generation Programme (REGP) and National Rural Employment Guarantee Act, 2005 (NREGA), etc. for generating gainful employment opportunities in the country. The 11th Plan document, approved by National Development Council has projected that 58 million jobs opportunities on Current Daily Status basis are likely to be created during the 11th Plan period, in both rural and urban areas at an average of 11.6 million job opportunities per annum.

#### *Statement I*

*State-wise number of educated and uneducated jobseekers registered with the employment exchanges in the country as on 31st December during the year*

(In thousand)

Sl.No.	State/UT	2003		2004		2005	
		Educated	Uneducated	Educated	Uneducated	Educated	Uneducated
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1731.7	942.6	1666.7	865.1	1698.7	728.9
2.	Arunachal Pradesh	14.3	9.7	14.4	8.2	15.4	9.7
3.	Assam	1026.6	542.0	1026.6	605.4	1224.0	536.8
4.	Bihar	1466.4	228.0	813.6	753.7	1107.8	354.0
5.	Chhattisgarh	722.5	127.0	784.6	117.3	864.1	124.4

1	2	3	4	5	6	7	8
6.	Delhi	892.1	227.5	491.8	144.4	501.3	170.1
7.	Goa	84.1	20.0	83.1	17.6	86.2	14.6
8.	Gujarat	847.1	151.0	790.6	136.2	742.3	112.3
9.	Haryana	678.3	224.0	779.1	153.3	883.1	181.6
10.	Himachal Pradesh	713.1	194.4	703.5	166.3	689.5	221.8
11.	Jammu and Kashmir	58.2	56.9	61.1	51.3	75.0	41.0
12.	Jharkhand	916.9	549.3	838.8	555	682.8	526.1
13.	Karnataka	1153.7	630.6	1235.8	332.2	1026.6	291.7
14.	Kerala	3311.5	323.6	3083.0	669.4	3040.9	587.7
15.	Madhya Pradesh	1531.1	472.1	1592.8	438	1695.0	465.9
16.	Maharashtra	3192.9	1131.8	3289.8	1101.3	2931.3	1060.5
17.	Manipur	281.7	161.2	292.7	165	342.8	189.5
18.	Meghalaya	21.1	14.7	23.4	13.9	24.3	13.7
19.	Mizoram	18.2	18.1	16.9	18.0	20.4	14.0
20.	Nagaland	26.5	16.2	26.6	17.4	25.8	18.5
21.	Orissa	610.9	125.3	745.4	111.6	717.5	115.7
22.	Punjab	369.5	115.3	367.9	109.4	358.4	104.7
23.	Rajasthan	611.5	205.5	615.1	179.0	615.0	178.6
24.	Sikkim*						
25.	Tamil Nadu	3273.5	1732.9	3020.9	1485.6	2485.4	1195.8
26.	Tripura	204.2	161.1	162.2	215.7	175.7	224
27.	Uttaranchal	269.8	46.8	261.8	50.9	319.4	59.5
28.	Uttar Pradesh	1498.1	429.7	1479.6	418.1	1463.9	407.4
29.	West Bengal	3684.0	3037.5	3819.0	3177.2	3911.0	3380.9
30.	Andaman and Nicobar Islands	16.6	17.0	18.3	20.3	18.2	20.8
31.	Chandigarh	45.7	22.2	36.2	28.4	31.2	24.8
32.	Dadra and Nagar Haveli	1.8	4.1	2.5	4.0	3.3	3.2

1	2	3	4	5	6	7	8
33.	Daman and Diu	4.5	4.6	4.5	5.4	4.5	6.1
34.	Lakshadweep	5.7	4.9	6.3	4.8	6.3	4.9
35.	Pondicherry	151.9	5.7	159.1	4.6	161.4	10.0
Total		29435.7	11953.3	28313.7	12144.0	27948.5	11399.2

Note: Totals may not tally due to rounding off.

\* No Employment Exchange is functioning in this State.

### Statement II

*State-wise number of rural and urban jobseekers registered with the employment exchanges in the country as on 31st December during the year.*

(In thousand)

State/UT	Rural			Urban		
	2003	2004	2005	2003	2004	2005
1	2	3	4	5	6	7
Andhra Pradesh	1675.5	1498.6	1532.3	998.8	1033.2	895.4
Arunachal Pradesh	2.7	●	2.1	21.3	22.6	23.0
Assam	1016.6	1083.4	992.6	552.0	548.5	768.2
Bihar	1069.3	1061.1	982.7	625.1	506.2	479.0
Chhattisgarh	604.2	548.7	611.6	245.3	353.3	376.9
Delhi	247.9	100.9	104.9	871.7	535.3	566.4
Goa	71.3	70.0	70.0	32.8	30.7	30.9
Gujarat	545.5	512.8	494.6	452.6	414.0	360.1
Haryana	510.0	579.0	655.5	392.3	353.3	409.2
Himachal Pradesh	798.4	750.1	804.9	109.1	119.7	106.4
Jammu and Kashmir	60.9	53.5	54.3	54.2	58.9	61.7
Jharkhand	915.8	927.8	744.6	550.4	465.9	464.3
Karnataka	784.7	710.1	609.1	999.6	857.9	709.1



1	2	3	4	5	6	7
Kerala	2736.7	2961.5	2824.2	898.4	791.0	804.4
Madhya Pradesh	1084.5	1114.9	1230.4	918.7	915.9	930.5
Maharashtra	2391.7	2226.8	2273.3	1933.0	2164.3	1718.4
Manipur	300.6	333.1	449.5	142.3	124.7	82.9
Meghalaya	14.7	15.5	14.4	21.1	21.8	23.6
Mizoram	8.4	6.3	5.4	27.9	28.7	29.0
Nagaland	12.0	13.2	14.3	30.7	30.8	30.0
Orissa	473.6	575.2	544.1	262.6	281.8	289.1
Punjab	253.0	246.2	246.8	231.8	231.1	216.3
Rajasthan	418.3	384.6	328.7	398.7	409.5	464.9
Sikkim*						
Tamil Nadu	2700.0	2295.0	1784.1	2306.4	2211.5	1897.1
Tripura	209.1	210.8	213.2	156.2	167.1	186.6
Uttaranchal	193.4	164.9	230.3	123.2	147.9	148.5
Uttar Pradesh	970.9	985.8	975.7	956.9	911.9	895.7
West Bengal	3805.0	4014.9	4077.2	2916.5	2981.3	3214.6
Andaman and Nicobar Islands	33.6	0	0	0	38.6	39.0
Chandigarh	12.1	11.7	11.5	55.8	52.9	44.5
Dadra and Nagar Haveli	5.9	6.5	6.5	0.0	-	-
Daman and Diu	0.0	3.1	3.1	9.1	6.8	7.5
Lakshadweep	10.6	11.1	11.2	0.0	-	-
Pondicherry	19.1	21.1	22.3	138.5	142.6	149.1
Total	23922.4	23498.0	22925.5	17463.6	16959.5	16422.3

Note: Totals may not tally due to rounding off.

\*No Employment Exchange is functioning in this State.

•Figures less than 50.

**Statement III**

*Number of job seekers belonging to Scheduled Castes/Scheduled Tribes and job other Backward Classes registered with the employment exchanges in the country as on 31st December during the year.*

(in thousand)

State/UT	Scheduled Castes			Scheduled Tribes			Other Backward Classes		
	2003	2004	2005	2003	2004	2005	2003	2004	2005
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	600.2	566.8	592.7	151.8	152.9	140.9	934.2	916.8	968.0
Arunachal Pradesh	0.3	0.9	0.9	11.9	12.1	9.7	0.2	0.2	0.3
Assam	102.0	102.8	113.2	177.1	192.5	203.9	210.8	227.6	257.4
Bihar	238.0	209.2	188.9	21.0	17.6	17.9	548.9	522.1	440.8
Chhattisgarh	98.2	103.4	111.7	166.4	178.5	192.3	125.0	127.5	143.2
Delhi	169.7	89.6	98.2	25.7	9.2	9.8	29.7	18.4	22.0
Goa	2.4	2.4	2.8	0.3	1.0	2.1	7.8	8.1	9.1
Gujarat	184.4	175.6	169.5	124.0	112.2	113.5	11.5	18.7	9.2
Haryana	153.6	158.6	173.2	0.0	0.0	0.5	20.0	22.9	24.8
Himachal Pradesh	179.8	177.3	186.5	26.3	23.2	27.9	42.2	43.5	48.1
Jammu and Kashmir	5.1	5.7	6.2	2.1	2.2	2.2	1.2	1.3	1.3
Jharkhand	173.9	197.0	143.7	273.3	256.9	207.4	279.1	306.2	289.0
Karnataka	293.7	269.8	236.4	68.8	63.6	50.9	44.0	46.7	43.7
Kerala	506.9	528.0	528.9	29.2	30.9	30.4	1640.3	1644.8	1684.4
Madhya Pradesh	305.5	307.6	326.4	393.4	289.1	305.3	240.8	249.8	296.0
Maharashtra	680.3	693.5	686.4	168.2	166.9	168.8	804.6	802.7	797.5
Manipur	6.4	6.6	7.3	130.7	134.9	153.0	0.3	0.4	0.4
Meghalaya	0.1	0.1	0.1	27.6	28.6	30.1	0.1	0.2	0.2
Mizoram	0.0	0.0	0.0	36.3	41.5	40.1	0.0	0.0	0.0
Nagaland	0.2	0.2	0.3	41.9	43.3	42.7	0.0	0.0	0.0
Orissa	126.6	160.4	166.3	80.1	106.9	111.7	56.7	70.5	75.0
Punjab	148.3	146.8	143.9	0.0	0.0	0.0	8.4	6.5	6.3

1	2	3	4	5	6	7	8	9	10
Rajasthan	147.2	139.3	141.8	90.1	91.8	96.6	128.0	166.4	180.1
Sikkim*									
Tamilnadu	1148.4	1074.1	955.3	13.8	13.8	13.0	2534.7	2424.4	2010.7
Tripura	62.5	64.7	66.9	62.4	65.4	70.0	10.5	11.9	13.9
Uttaranchal	47.9	48.6	59.1	10.2	9.2	9.8	19.6	20.6	25.2
Uttar Pradesh	431.9	412.6	377.6	5.5	5.0	4.6	345.3	351.6	343.2
West Bengal	779.7	796.5	838.8	154.2	160.2	165.3	158.2	167.9	192.7
Andaman and Nicobar	0.0	0.0	0.0	0.7	0.7	0.7	0.0	0.0	0.0
Chandigarh	16.3	14.4	12.9	0.1	0.1	0.1	1.2	1.0	1.2
Dadra and Nagar Hevali	0.2	0.2	0.3	0.9	0.9	0.9	0.0	0.0	0.0
Daman and Diu	0.2	0.6	0.6	0.6	0.6	0.6	0.0	0.0	0.0
Lakshadweep	0.0	0.0	0.0	6.4	6.4	6.4	0.0	0.0	0.0
Pondicherry	18.0	16.8	16.7	0.1	0.1	0.1	28.8	26.6	25.9
Grand Total	6627.9	6470.1	6353.2	2311.2	2218.4	2229.4	8231.9	8205.1	7909.6

Note: Totals may not tally due to rounding off

\* No Employment Exchange is functioning in this State.

### Inter State Trade of Poultry

1540. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether various State Governments have banned the Inter-State movement of poultry, eggs and feed as a precautionary measure against bird flu;

(b) if so, whether this move of the States has adversely affected the poultry industry in the country;

(c) if so, whether the Union Government has issued directions to the States to lift ban on the movement of poultry and poultry products;

(d) if so, the details thereof and reaction of the States thereto; and

(e) the other remedial steps taken/proposed to be taken in this regard?

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): (a) to (e) An instance of a State banning the import of poultry and poultry products from all other States/Union Territories as a precautionary measure against bird flu had come to notice. As any such restriction constrains the trade, all the State Governments/Union Territories were requested not to impose any restriction on free inter-state movement of poultry and poultry products and, if already imposed, to lift them immediately. The concerned state, as mentioned above, also lifted the ban imposed by it earlier.

12.00 hrs.

[English]

### PAPERS LAID ON THE TABLE

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): Sir, I beg to lay on the Table a copy each of the following Detailed Demands for Grants (Hindi and English versions):-

- (1) Ministry of Defence for the year 2008-2009.

[Placed in Library, *See* No. LT. 8162/08]

- (2) Defence Services Estimates for the year 2008-2009.

[Placed in Library, *See* No. LT. 8163/08]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): Sir, I beg to lay on the Table—

- (1) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India—Union Government (Commercial) (No. CA 12 of 2008) (Telecommunications Sector) — Compliance Audit Observations for the year ended the March, 2007, under article 151(1) of the Constitution.

[Placed in Library, *See* No. LT. 8164/08]

- (2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Information Technology for the year 2008-2009.

[Placed in Library, *See* No. LT. 8165/08]

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (DR. AKHILESH PRASAD SINGH): Sir, I beg to lay on the Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:-

- (i) The Wheat (Stock Declaration by Companies or Firms or Individuals) Order, 2008 published in Notification No. S.O. 288 (E) in Gazette of India dated the 11th February, 2008.

- (ii) Notification No. G.S.R. 95(E)/Ess.Com./ Sugarcane published in Gazette of India dated the 19th February, 2008 fixing the minimum prices of sugar for the sugar year 2006-2007.

[Placed in Library, *See* No. LT. 8166/08]

- (2) A copy of the Statement (Hindi and English versions) explaining reasons for delay for not laying the Annual Report and Audited Accounts of the Food Corporation of India for the year 2005-2006 within the stipulated period of nine months after the close of the accounting year.

[Placed in Library, *See* No. LT. 8167/08]

12.01½ hrs.

### STATEMENTS BY MINISTERS

- (i) **Status of implementation of the recommendations contained in the 34th report of the Standing Committee on Agriculture on Demands for Grants (2007-08) pertaining to the Department of Agricultural Research and Education, Ministry of Agriculture\***

[English]

THE MINISTER OF AGRICULTURE AND MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): Sir, I beg to lay this statement on the status of implementation of recommendations contained in the Thirty-fourth Report of Standing Committee on Agriculture in pursuance of the Direction 73 A of the hon. Speaker, Lok Sabha, issued *vide* Lok Sabha Bulletin-Part-II dated September 01, 2004.

The Standing Committee on Agriculture examined the Demands for Grants of the Ministry of Agriculture, Department of Agricultural Research & Education (DARE) for the year 2007-08 and presented their Thirty-fourth Report based on the Action Taken by the Government on the recommendations/observation contained in the Twenty-eighth Report of the Standing Committee on Agriculture (2007-08). This Report was presented to Lok Sabha on 24th April, 2007 and the same was laid in Rajya Sabha same day. The Committee have accepted the replies of the Government to their Recommendations Nos. 7, 8, 9 and 10 (total—4). The Committee did not

\*Laid on the Table and also Placed in Library, *See* No. LT. 8168/08.

accept the replies of the Government to their Recommendation No. 11. Further, the Committee awaited the replies of the Government to their Recommendations Nos. 1, 3, 4, 5 and 6, and also wanted to be apprised of the fate of Recommendation No. 2. Hence, the Department has furnished the further replies of the Government to all these recommendations in the Action Taken Report.

All these recommendations of the Committee have been considered and accepted in the Department of Agricultural Research and Education of the Ministry of Agriculture. The action as proposed by the Committee has already been taken/initiated on all recommendations. The details of recommendations/comments of the Committee and Action/Further Action taken by the Government along with present status, which have already been communicated to Parliamentary Committee, are given in Annexure.

12.02 hrs.

- (II) Status of Implementation of the recommendations contained in the 46th report of the Standing Committee on Information Technology on Demands for Grants (2007-08) pertaining to the Department of Information Technology, Ministry of Communications and Information Technology

[English]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. SHAKEEL AHMAD): Sir, I am making this statement on the status of implementation of recommendations contained in the 46th Report of the Departmentally-Related Standing Committee on IT (2007-08), in respect of Department of Information Technology, Ministry of Communications and Information Technology in pursuance of Direction 73A issued by the hon. Speaker, Lok Sabha on September 01, 2004.

- (i) Standing Committee on Information Technology examined the Demands for Grants for the year 2007-08 of the Department of Information Technology and Report was presented in the Lok Sabha on 27th April, 2007.
- (ii) Department of Information Technology has taken all possible steps towards implementation of all 35 recommendations of Parliamentary Standing Committee on Information Technology as per Action Taken Report (Annexure).

[Placed in Library, See No. LT. 8169/08]

[English]

MR. SPEAKER: Shri P. Chidambaram—item no. 7.

... (Interruptions)

SHRI ANANTH KUMAR (Bangalore South): Sir, how can he present Budget for the State of Karnataka? ... (Interruptions) He has no right. ... (Interruptions)

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

### KARNATAKA BUDGET—2008-2009

THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): Sir, I beg to present a statement of estimated receipts and expenditure of the State of Karnataka for the year 2008-09. ... (Interruptions)

[Placed in Library, See No. LT. 8170/08]

12.02<sup>3</sup>/<sub>4</sub> hrs.

### DEMANDS FOR SUPPLEMENTARY GRANTS (KARNATAKA) 2007-08

[English]

SHRI P. CHIDAMBARAM: Sir, I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of the State of Karnataka for 2007-08. ... (Interruptions)

SHRI ANANTH KUMAR (Bangalore South): Sir, he has no right ... (Interruptions) no popular mandate. ... (Interruptions)

[Placed in Library, See No. LT. 8171/08]

12.03 hrs.

- (I) Representation of the People (Amendment) Bill, 2008\*

[English]

THE MINISTER OF LAW AND JUSTICE (SHRI H.R. BHARDWAJ): Sir, I beg to move for leave to introduce a Bill further to amend the Representation of the People Act, 1950.

\*Published in the Gazette of India, Extraordinary, Part-II, Section-II, dated 10.3.08.



MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Representation of the People Act, 1950."

*The motion was adopted.*

SHRI H.R. BHARDWAJ : I introduce the Bill.

12.03<sup>1</sup>/<sub>4</sub> hrs.

(II) Prasar Bharati (Broadcasting Corporation of India) Amendment Bill, 2008\*

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, I beg to move for leave to introduce a Bill further to amend the Prasar Bharati (Broadcasting Corporation of India) Act, 1990.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Prasar Bharati (Broadcasting Corporation of India) Act, 1990."

*The motion was adopted.*

SHRI PRIYA RANJAN DASMUNSI: I introduce the Bill.

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

STATEMENT SHOWING REASONS FOR IMMEDIATE LEGISLATION BY THE PRASAR BHARATI (BROADCASTING CORPORATION OF INDIA) AMENDMENT ORDINANCE, 2008\*\*

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, I beg to lay on the Table a copy of the Statement (Hindi and English versions) showing reasons for immediate legislation by

\*Published in the Gazette of India, Extraordinary, Part-II Section-II, dated 10.3.08.

\*\*Laid on the Table and also Placed in Library. See No. LT. 8172/08.

the Prasar Bharati (Broadcasting Corporation of India) Amendment Ordinance, 2008 (No. 5 of 2008).

12.05 hrs.

## SUBMISSION BY MEMBERS

*Re: Reported attack on CPI(M) Central Committee Office in New Delhi*

[English]

MR. SPEAKER: Hon. Members, I come to important matters. I have committed myself that after the Question Hour, I will allow all parties because on the matter, I have got notices from some of the parties and also the main Opposition Party. I will give chance. Please put forth your views. I am not stopping it. Please listen to each other so that ultimately we can have some result out of this discussion. If the Government wants, they can also respond.

[Translation]

MD. SALIM (Calcutta-North East): Mr. Speaker, Sir, we also wanted the Parliament session and the Question Hour to go on as it is necessary in Parliamentary democracy. The headquarters of our party was attacked while the meeting of central executive was going on there yesterday. Different parties are bound to have different opinions in a democratic setup.

But in parliamentary setup every party has a right to carry on its political affairs, be it AICC meeting or the executive body of CPI(M), CPI, Janta Dal(U). There has been no incident of attacks from outside on the party office during the meeting till date. That was an unprovoked attack. It was not even a demonstration. We were not able to make out their identity. Our leader and Deputy leader of both the Houses of Parliament, myself and other people were also present there but they could not be identified. They had neither any banner nor any signboard or festoons. If there is any political demonstration then the demonstrators carry some identity symbol or banner with them but these people were carrying nothing. They pelted stones and six members of our central executive committee along with the persons present in the office got injured thereby.

Sir, this act defied the tradition of endurance and tolerance in our country as the assailants attacked directly

[Md. Salim]

without any demonstration. A demonstration was being expected. The police had made arrangements for that. The demonstrators are usually stopped much before they reach the Parliament or their target. The police make such arrangements. Even yesterday the demonstrators were stopped somewhere but some people came in a vehicle armed with stones and concrete slabs and launched an attack. ... *(Interruptions)*

MR. SPEAKER: All of you will get an opportunity to speak. I have already told you that I will give you a chance to put forth your views. Everybody will be given an opportunity.

*[English]*

I will ask you to please be brief.

... *(Interruptions)*

*[Translation]*

MD. SALIM: Sir, I am not casting any aspersion on anybody. I am just narrating the incident which took place.

*[English]*

The House is the custodian of democratic system in this country. ... *(Interruptions)*

*[Translation]*

Shri Sitaram Yechuri ji, the leader of our party in Rajya Sabha, Shri Prakash Karat, General Secretary of our party and Comrade Vrinda Karat, Rajya Sabha Member had parked their vehicles in the premises of our party office. We do not have many vehicles but as there was a meeting of the executive committee of our party, three vehicles were parked in the office premises. The rear glasses of those three vehicles were smashed, stones were pelted and the assailants tried to break into the office. Till then we were not sure of their identity. Had they been political workers or associates of any political organisation, they would have come with their banners and demonstrated with their festoons but whoever they were, they were themselves ashamed of their act. That is why they were not carrying any banner or festoon or identity symbol. They knew that they were going to commit an abominable crime. I think all the members of the House should rise above politics and ponder over this issue because today our office has been attacked but tomorrow another office can be attacked. ... *(Interruptions)*

MR. SPEAKER: You please keep quite. Your leader will speak.

... *(Interruptions)*

MD. SALIM: Sir in any kind of protest, including political protest, use of stones, iron rods or cement scrap for attacking is a blot on democracy. When the police reached the spot, they used tear gas shells and 15 people were arrested. The police took away 15 people with them and four of them were elected Corporators of Delhi belonging to Bhartiya Janta Party, two of them were ex. MLAs. The people, who had brought stones in the vehicles, fled away leaving their vehicles. When the break-van of police towed away that vehicle, it was noticed that vehicle had a flag of BJP on it. The demonstrators had no flag. The playcards in their hands had no names on them.

Sir, I am not casting any aspersions on Bhartiya Janta Party. I do not think that the Central leadership of Bhartiya Janta Party has planned or decided to commit such an act or will support such vandalism. ... *(Interruptions)* Trust me, I am coming to that point.

Sir, we oppose this culture of violence or violent politics. We will not support this kind of politics where one tries to eliminate his political opponents. ... *(Interruptions)\**

Sir, I have not spoken about till now as to who the thief or assailant is. Sir, RSS has taken the responsibility of this act in a press conference.

The elected Members of BJP; whether they are of Municipal Corporation or the Leader of Opposition in Delhi Assembly, have led the assailants. The police has arrested fifteen persons.

Sir, the point is that RSS is aware that doing such things openly will malign their image. So they avoid carrying their flag. They were doing all this in the name of Hindu munch. Why they indulge in such wrong deeds in the name of Hindus and malign their image? Hindus have nothing to do with it. They should be ashamed of their acts of murder and violence to gain political mileage. They are not doing these things under the banner of their organisation but in the name of Hindu munch. I condemn it and I hope that all the members present here, who support the truth and are against the violence will also condemn this politics\* of Rashtriya Swayam Sevak Sangh. Only then our democracy will survive. ... *(Interruptions)*

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\*Not recorded.

MR. SPEAKER: This word may be deleted.

... (*Interruptions*)

[*English*]

MR. SPEAKER: Now, I am allowing Shri Madhusudan Mistry to speak.

PROF. VIJAY KUMAR MALHOTRA (South Delhi): I gave the notice.

MR. SPEAKER: I will call you.

PROF. VIJAY KUMAR MALHOTRA : We should have rather started it.

MR. SPEAKER: Very well, I am calling you now.

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker Sir, Salim Sahib has mentioned about cult of violence. Wherever CPM comes to power\*... such incidents take place there. ... (*Interruptions*)

MR. SPEAKER: Please sit down. Why are you interrupting?

... (*Interruptions*)

MR. SPEAKER: You have spoken. Why are you standing?

... (*Interruptions*)

[*English*]

MR. SPEAKER: Now, please do not disturb.

... (*Interruptions*)

MR. SPEAKER: Except the submission of Prof. Malhotra, nothing else should be recorded.

... (*Interruptions*)\*

SHRI L.K. ADVANI (Gandhinagar): He must be allowed to speak.

MR. SPEAKER: He should be allowed to speak and I am asking him to speak.

... (*Interruptions*)

MR. SPEAKER: Please sit down. What is going on here?

... (*Interruptions*)

MR. SPEAKER: Why are you getting up? Only Prof. Malhotra's submission will be recorded and nothing else will be recorded.

... (*Interruptions*)\*

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, they are saying that four persons have been injured. 15 persons including workers of Bhartiya Janta Party have been injured. They are in hospital and they are. ... (*Interruptions*)

[*English*]

MR. SPEAKER: This is not fair. Please sit down.

... (*Interruptions*)

MR. SPEAKER: We are talking of democratic rights. If we do not listen to each other, how are we practicing democracy? I am requesting you to listen to others.

... (*Interruptions*)

MR. SPEAKER: You cannot disturb. If you disturb everybody, then nobody will be allowed to speak. Please take your seat.

... (*Interruptions*)

MR. SPEAKER: Mr. Salim, you should control your Members.

... (*Interruptions*)

MR. SPEAKER: What is happening here? This will not be allowed. Do not show it here. Mr. Gangwar, I am requesting you not to show it here. You know that it is not permitted under the rules.

... (*Interruptions*)

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\*Not recorded.

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\*Not recorded.



MR. SPEAKER: Mr. Salim, I am requesting that your Members must control themselves. Please take your seat, otherwise I will ask you to go out.

... (Interruptions)

MR. SPEAKER: You have to take your seat.

... (Interruptions)

12.14 hrs.

## WITHDRAWAL OF MEMBER FROM THE HOUSE

[English]

MR. SPEAKER: Take your seat, Mr. Ram Kripal Yadav, otherwise I will ask you to go out.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Who have been subjected to excess the most, to whom injustice was done and how the police took one sided action, I am going to mention all this but they are saying that only 3-4 people have been injured though 15 workers of our party have been injured". ... (Interruptions)

[English]

MR. SPEAKER: Prof. Malhotra, I will request you to restrict yourself to this subject.

... (Interruptions)

MR. SPEAKER: Reference to Kerala will be deleted.

... (Interruptions)

[Translation]

MR. SPEAKER: Azmiji, please sit down.

[English]

MR. SPEAKER: What are you doing? Are you shutting your Party?

... (Interruptions)

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\*Not recorded.

[Translation]

MR. SPEAKER: Please tell me whether you would like the House to function or not. Do not record one word.

... (Interruptions)\*

[English]

PROF. VIJAY KUMAR MALHOTRA: ... (Interruptions)\*

MR. SPEAKER: If you do not want this, I will adjourn the House.

... (Interruptions)

PROF. VIJAY KUMAR MALHOTRA: ... (Interruptions)\*

MR. SPEAKER: Names of those who are showing posters will be noted down. I am again and again asking you not to show posters in the House and you are deliberately violating the Chair. Anybody showing posters in the House will have to face the consequences. You are deliberately violating the Chair. You should know the Rules.

... (Interruptions)

[Translation]

MR. SPEAKER: All right, please speak.

... (Interruptions)

[English]

MR. SPEAKER: Please do not refer to other States. Matters of other States cannot come in. No, I would not allow this. That is deleted. Reference to any other State will be deleted.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Yes Sir. Some people went to CPM office to stage peaceful demonstration against the incident that took place there. But after reaching there. ... (Interruptions)

MR. SPEAKER: Please do not interrupt. What is your point?

... (Interruptions)

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\*Not recorded.

*[English]*

MR. SPEAKER: Please refer to the incident that happened here.

... (*Interruptions*)

MR. SPEAKER: I have called Prof. Vijay Kumar Malhotra and only he is allowed to speak.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA: From CPM office.  
... (*Interruptions*)

SHRI RAM KRIPAL YADAV (Patna): These people.  
... (*Interruptions*)

*[English]*

MR. SPEAKER: Mr. Ram Kripal Yadav, if you do not behave yourself, you will have to leave the House.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA: As soon as they reached there, stone pelting started from CPM office where stones were accumulated in a pre-planned manner.  
... (*Interruptions*)

MR. SPEAKER: What is going on?

PROF. VIJAY KUMAR MALHOTRA: Stones were pelted on them. ... (*Interruptions*)

*[English]*

MR. SPEAKER: Mr. Ram Kripal Yadav, now I formally ask you to go out of the House.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA: Out of those 15 people, Shri Moolchand Chawla got 6 stitches, three persons fell unconscious. Total 15 persons were sent to jail from where they were admitted in hospital.

Surprisingly, all the T.V. channels had shown how stones were pelted from inside. I challenge you in this regard and it can be checked with T.V. channels. The eye-witnesses present there had lodged FIR stating that  
... (*Interruptions*)\*

How stones were pelted from inside. ... (*Interruptions*)

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\*Not recorded.

*[English]*

MR. SPEAKER: All right. This is very wrong. What are you doing here, Mr. Ram Kripal Yadav? You have to leave the House. You are deliberately defying the Chair. Will you go out of the House? You have to go out of the House, if you interrupt.

12.19 hrs.

*At this stage, Shri Ram Kripal Yadav left the House.*

12.19½ hrs.

### SUBMISSION BY MEMBERS-Contd.

**Re: Reported attack on CPI (M) Central Committee Office in New Delhi**

*[Translation]*

MR. SPEAKER: Malhotra Sahab, one minute.

... (*Interruptions*)

MR. SPEAKER: What fun is going on? Please conclude. You speak.

PROF. VIJAY KUMAR MALHOTRA: I was saying that two FIRs were lodged. One FIR was lodged by the CPM leaders. ... (*Interruptions*)

*[English]*

MR. SPEAKER: Reference to non-Members will be deleted.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA: Even the people who were not at all present there have been arrested. The police took them to the police station and they were denied bail. And no action has been taken on the FIR lodged from their side. I would like to charge that the Ministry of Home Affairs, even Congress party is under pressure from CPM. Under the influence of CPM\* the Home Ministry pressurized the police officers in such a way. ... (*Interruptions*)

*[English]*

MR. SPEAKER: Prof. Malhotra, please conclude now.

*[Translation]*

PROF. VIJAY KUMAR MALHOTRA: Sir, give me two minutes. The charges were framed against them in such

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\*Not recorded.

[Prof. Vijay Kumar Malhotra]

a way so that they could not get bail and had to stay in jail. Mr. Speaker, Sir, he is telling about the attack on office.\*

[English]

MR. SPEAKER: Please do not refer to Kerala. I would not allow this. This is not to be recorded.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: The workers of Congress Party and Communists attacked the BJP office thrice\*.

[English]

MR. SPEAKER: If any party interrupts the others, I will see that their observations will be deleted totally. That will be expunged totally.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: They know that how many times BJP's office was attacked and damaged during Gujarat riots, but BJP does not believe in it. We do not believe in violence. We marched there peacefully but we were attacked, therefore, action should have been taken against them. One sided action was taken.\* It is unfair.

[English]

MR. SPEAKER: No, Kerala will not be allowed. That will be deleted.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Sir, I would like to say that they should be arrested, action should be taken against them including a judicial inquiry.\*

MR. SPEAKER: You have made your point.

... (Interruptions)

[English]

MR. SPEAKER: That will not be recorded.

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\*Not recorded.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Its CD should be viewed.

MR. SPEAKER: You have spoken.

PROF. VIJAY KUMAR MALHOTRA: The cassette should be taken from CPM office and seen. It will be clear from that. But taking one sided action is totally wrong. UPA has connived with Communist Party to condemn us. ... (Interruptions)

MR. SPEAKER: You have spoken. Do not repeat.

... (Interruptions)

[English]

MR. SPEAKER: Only Shri Madhusudan Mistry's submission will be recorded.

... (Interruptions)

[Translation]

MR. SPEAKER: I will call everybody.

... (Interruptions)

[English]

MR. SPEAKER: If you think this matter is serious, let us treat it seriously.

[Translation]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, all the major newspapers have reported that the workers of RSS and BJP have attacked the office of CPM categorically. ... (Interruptions) I am telling you. ... (Interruptions) since I did not disturb you, why are you saying so. The RSS and BJP workers attacked. ... (Interruptions)

MR. SPEAKER: You let him speak.

SHRI MADHUSUDAN MISTRY: Sir, the vehicles were damaged, stones were pelted. The leaders of their party stood behind them, there can be nothing more shameful than this ... (Interruptions) More shameful is the fact that the person who has been declared to be next PM if their party comes to power, gave no statement to condemn it.\* ... (Interruptions)

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\*Not recorded.

[English]

MR. SPEAKER: Do not refer to other States, I have deleted it.

... (*Interruptions*)

[Translation]

MR. SPEAKER: Why do you shout since I have disallowed you?

... (*Interruptions*)

SHRI MADHUSUDAN MISTRY: They are telling about Congress, that is why I am also saying. ... (*Interruptions*)

[English]

MR. SPEAKER: I will not allow this.

...(*Interruptions*)

SHRI MADHUSUDAN MISTRY: They have a character of violence. They all will be resorting to violence. They are enjoying immunity.\* They have not been booked.

[Translation]

I want to say again and again\*... (*Interruptions*)

[English]

MR. SPEAKER: That will be deleted.

[Translation]

SHRI MADHUSUDAN MISTRY: It will not be deleted. ...(*Interruptions*)

Their Government.\* ...(*Interruptions*) The situation there. ... (*Interruptions*) I, therefore, want to tell the whole country that the character of this party is that of violence. ...(*Interruptions*)

[English]

MR. SPEAKER: Reference to other States may be deleted.

[Translation]

SHRI MADHUSUDAN MISTRY: One should learn how to lie from them. ...(*Interruptions*) if they did not intend to

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\*Not recorded.

attack then why they went to the CPM office though they always keep a distance from it?

When did they become friends with CPM? Why they went there? ...(*Interruptions*) Your people went there for felicitating someone or to say something or to sign some agreement with them? Why they had gone there? ...(*Interruptions*) The character of the whole party has been exposed to the people. ...(*Interruptions*)

12.25 hrs.

*At this stage Shri Syed Shah Nawaz Hussain and some other hon. Members came and stood on the floor near the Table*

SHRI MADHUSUDAN MISTRY: \*...(*Interruptions*) and this party should be banned. ...(*Interruptions*) Otherwise, this country will never have peace. ...(*Interruptions*) I, therefore, demand. ... (*Interruptions*)

[English]

MR. SPEAKER: I can only say this.

...(*Interruptions*)

[Translation]

MR. SPEAKER: What is this going on?

...(*Interruptions*)

[English]

MR. SPEAKER: It is a matter of great sadness and sorrow for me; all of us have decided and agreed that all the parties will be allowed to speak. It is very unfortunate that one of the major parties, after speaking, is not allowing others to speak. I condemn this attitude and I am very sorry to say this.

The House stands adjourned till quarter past one.

21.26 hrs.

*The Lok Sabha then adjourned till fifteen minutes past thirteen of the clock.*

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\*Not recorded.

13.15 hrs.

*The Lok Sabha re-assembled at Fifteen minutes past  
Thirteen of the Clock.*

[MR. SPEAKER in the Chair]

# WITHDRAWAL OF MEMBER FROM THE HOUSE—*Contd.*

[English]

MR. SPEAKER: Before the House adjourned I had asked Shri Ram Kripal Yadav to leave the House and he did leave the House. He has sent me a request expressing his regret and I have accepted it. Therefore, he may come back.

13.16 hrs.

# SUBMISSION BY MEMBERS—*Contd.*

**Re : Reported attack on CPI(M) Central Committee  
Office in New Delhi**

[Translation]

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, I was requesting you that the whole issue is related to Kerala. ... *(Interruptions)* As the real incident took place in Kerala, therefore, Kerala issue should also be included in this discussion. ... *(Interruptions)*

MR. SPEAKER: This matter does not come under this. Special mention is going on at the moment.

... *(Interruptions)*

[English]

MR. SPEAKER: Let me handle the House. I do not want your help. Shri Krishnadas, I have not asked for your help. I am only requesting that this is a specific incident which has been mentioned. Other States cannot be brought into this matter. Other States' matters are also not permitted to be raised here.

Now, only Shri Mohan Singh's statement will go on record.

... *(Interruptions)\**

\*Not recorded.

[Translation]

MR. SPEAKER: Mohan Singh ji, please speak.

...*(Interruptions)*

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, I strongly condemn yesterday's incident. I feel very sorry that some persons of a responsible party, which is the main opposition party of India, resort to attack the central office of a party in this manner. It is deplorable. ... *(Interruptions)* I strongly condemn it. ...*(Interruptions)*

13.16½ hrs.

*At this stage Shri Ashok Pradhan and some other  
hon. Members came and stood on the floor  
near the Table.*

[English]

MR. SPEAKER: I would like to have the names of all those Members who have come to the well of the House.

...*(Interruptions)*

[Translation]

SHRI MOHAN SINGH: Mr. Speaker, Sir, I am sorry that the foundation of democracy is giving way. I thought that Malhotra ji will condemn this incident but instead, not only did he accept it but defended his colleagues as well. ...*(Interruptions)* A political party which defends such persons. ...*(Interruptions)* can not be called a political party. ...*(Interruptions)* I want to say it clearly that. ...*(Interruptions)* all the democratic entities of India should strongly condemn this double standard politics, ...*(Interruptions)* and strict action should be taken against such people. ... *(Interruptions)* I want to demand from the Central Government. ...*(Interruptions)*

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Speaker, Sir, the incident is absolutely deplorable. ...*(Interruptions)* it has been proved that people were attacked there but BJP has also shown posters saying that their people have also been injured. A high level enquiry of the incident should be conducted and action should be taken against the guilty persons. In democracy, no one has a right to attack office of some party. ...*(Interruptions)* It should be enquired whether it was a peaceful demonstration or an attack and action should be taken thereafter. ...*(Interruptions)*

*[English]*

SHRI GURUDAS DASGUPTA (Panskura): Sir, I strongly condemn the attack on the CPI (M) Headquarters in Delhi. It is shameful that the same political Party which attacked the CPI (M) Office is today disturbing the House. A political Party should have the moral courage to defend their word not to disrupt the Parliament. It is a Party whose creed is violence and the violence of creed is a danger to democracy. I condemn the attack and I also condemn the disturbance created by them in the Parliament. ... (*Interruptions*) This is also vandalism.

SHRI C. KUPPUSAMI (Madras North): The preplanned and brutal attack on the Headquarters of CPI (M), a national Party, and that too in the Capital of this country itself, is highly deplorable and condemnable in strongest terms.

These anti-democratic forces had earlier raised their ugly heads when they threatened our Leader, Dr. Kalaignar M. Karunanidhi, hon. Chief Minister of Tamil Nadu would be beheaded.

There is no place for such hooliganism in democracy. Our Leader Dr. Kalaignar has already condemned this shameless violence unleashed not only against CPI (M) but also against the democratic polity of this country.

Hence, on behalf of our leader, Dr. Kalaignar M. Karunanidhi and our Party, I appeal to the Government not to take a tolerant view but to take stern action, so that such hooliganists are suppressed forthwith.

*[Translation]*

KUMARI MAMATA BANERJEE (Calcutta South): Sir, we should not support any kind of attack on a parliamentary, democratic institution because our country has a democratic tradition. In a democratic tradition, the headquarters or the local offices of political parties, whether ruling or opposition are not attacked. We do not support the attack on the CPM office but at the same time I would also like to tell you that many of our party offices were attacked. ... (*Interruptions*) it has happened many times\* ... (*Interruptions*) That should also not happen.

*[English]*

The CPM should also know the democratic parampara. ... (*Interruptions*)

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\*Not recorded.

*[Translation]*

MR. SPEAKER: This will not go on record.

MD. SALIM: Sir, what these people are doing here?  
... (*Interruptions*)

MR. SPEAKER: Please, take your seat.

... (*Interruptions*)

*[English]*

MR. SPEAKER: You refer to this matter.

... (*Interruptions*)

MR. SPEAKER: Mamataji, I have allowed you to speak.

*[Translation]*

KUMARI MAMATA BANERJEE: Sir, I do not like such things. We should also learn a lesson from this incident and other people should also not attack like this. Attack on the life of people should also not take place. People's life should not be played with and common man should not be attacked like it is happening now.

*[English]*

This House should pass a resolution that we must maintain the political system. We must protect the democratic system, the fundamental rights, life and liberty of the people. They cannot attack anybody just because they are in power. The House should pass a resolution for protecting the democratic rights of the people. ... (*Interruptions*).

*[Translation]*

SHRI RAM KRIPAL YADAV: Sir, this is perhaps the first time in Independent India's 60 year old history when BJP and RSS cadres have attacked the office of Marxist Communist Party. I do not consider it to be merely an attack on Marxist Communist Party but an attack on democracy itself. ... (*Interruptions*) This has always been their character\* ... (*Interruptions*) Their thought-process and behaviour has always followed this pattern and this is the last straw. If this trend continues, no democratic system would survive. The Bhartiya Janata Party has smeared the beauty of the democracy and history of the

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\*Not recorded.

[Shri Ram Kripal Yadav]

country by attacking the basis of democracy for which innumerable people had laid down their lives. ...*(Interruptions)* This is an attack on the democracy and the Constitution of the country. I demand that harshest action should be taken against such persons. ...*(Interruptions)*

SHRI ILYAS AZMI (Shahabad): Sir, I strongly condemn the attack on CPM Party office. When Malhotraji got up to speak, I thought he would blame the ISI for the incident. But when I heard his words, I was stunned to see that one could be so thick-skinned to make such a statement. The question is what was the motive of the 15-25 of his men who got injured in going to that place? Had they gone there to join feast? They had gone there to attack the place. I would say that if 50 persons attack my house then I have the right to self-defence. In such a scenario, I have a right to launch a counter-attack on those 50 persons. Some people from amongst the attackers too may have got injured. Hence, I condemn yesterday's incident. ...*(Interruptions)*

MR. SPEAKER: Shri Santosh Gangwar will speak.

...*(Interruptions)*

MR. SPEAKER: Senior member of your party is speaking, please go back to your seats.

...*(Interruptions)*

*[English]*

MR. SPEAKER: They are co-operating. Why are you objecting? He is a very senior and respected leader.

...*(Interruptions)*

*[Translation]*

SHRI SANTOSH GANGWAR (Bareilly): We will not allow any party to use the House to condemn a particular party under the democratic set up. Discussions, regarding incidents of atrocities against scheduled castes and scheduled tribes take place in this House. ...*(Interruptions)*

SHRI PRABHUNATH SINGH: I was not given a chance. ...*(Interruptions)*

MR. SPEAKER: Please speak one by one.

...*(Interruptions)*

SHRI MOHAN RAWALE (Mumbai South-Central): Mr. Speaker, sir, it is an unfortunate and ridiculous thing. It does not matter when these people act in this manner in their own house. ...*(Interruptions)*

MD. SALIM: At times they became silent and at other times they create a disturbance. ...*(Interruptions)*

MR. SPEAKER: Please sit down. I will not allow anything.

SHRI MOHAN RAWALE: What kind of democracy is this where double standards are adopted. ...*(Interruptions)*

*[English]*

SHRI K. FRANCIS GEORGE (Idukki): Sir, what happened at the CPI(M) headquarters is most unfortunate and unforgivable. The principal Opposition Party has gone mad. They are attacking each and every political party and the minorities in this country. The principal opposition party in a democratic set up has no right to be now called as the principal opposition party because they do not have any respect for the rights of others. We should all condemn it. Their own alliance partners have condemned this act. In most unequivocal terms I strongly condemn this act and ask them to apologise for this. ...*(Interruptions)*

SHRI BRAJA KISHORE TRIPATHY (Puri): Sir, any type of attack on any political party cannot be appreciated. It is not good for the development of democracy and it will not help in strengthening democracy. The police atrocities against political workers are very much deplorable and condemnable. The police should know how to behave with political workers. ... *(Interruptions)* They were behaving with political workers as used to happen during the British *raj*. The police were behaving with the political workers in the same manner even after Independence. So, they need to change their attitude towards handling political workers in free India. ... *(Interruptions)* They should not attack political workers. So, I condemn the action of the police who are working against the political workers. ... *(Interruptions)* Political parties should act in a responsible manner. I condemn such violent acts of the political parties and also the atrocities committed by the police against the political workers. ... *(Interruptions)*

SHRI M.P. VEERENDRA KUMAR (Calicut): Sir, condemn the attack on the AKG Bhavan, the CPI(M) headquarters at New Delhi. They should understand that

by such acts of violence they will only destroy the democratic polity. They should not forget that violence is no solution to settle difference. I strongly condemn this incident and all democracy loving people should join together to condemn this dastardly act which smacks fascism and it does augur well neither for democracy nor for this country. ...*(Interruptions)*

MR. SPEAKER: Let the Government respond now if they have anything to say. I have not compelled them to say anything. They are willing to respond.

...*(Interruptions)*

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): Sir, I will not take more than a minute. ...*(Interruptions)* Most respectfully, I would like to submit that I will not take more than a minute if the hon. Members go back to their seats to listen to me. ...*(Interruptions)* Then they will have nothing to complain about. ...*(Interruptions)*

Sir, in a democracy, political parties are an integral part of the system. Therefore, any assault on any political party is not acceptable. The incident of violence and vandalism at the CPI(M) Party Office at New Delhi yesterday is deplorable. Government is aware of the matter and investigation is going on. As and when investigation is over, Government will be in a position to share the outcome of it with the House. ...*(Interruptions)*

*[English]*

MR. SPEAKER: Other matters under Special Mentions will be taken up at the end of the day.

Matters under rule will be laid on the Table of the House. ...

*(Interruptions)*

13.31 hrs.

#### MATTERS UNDER RULE 377\*

- (i) **Need to construct a railway line between Avadi and Sriperumbudur in Tamil Nadu**

*[English]*

SHRI S.K. KHARVENTHAN (Palani): Sir, in Tamil Nadu 'Sriperumbudur' is an ancient historic town and the

\*Treated as laid on the Table.

birth place of great Saint 'Sri Ramanujar'. Age-old Varadharajar Temple is situated here. For Vaishnavites, it is considered as the next to Tirupathi Balaji Temple. Now it is the hub of car, cell phone and various other manufacturing industries. Rajiv Gandhi Youth Development Institute, Automobile Testing Laboratory and 25 Engineering Colleges are also located here. Hundreds of automobile auxiliary units are also running here.

For this important town, there is no rail connectivity. Within the 30 kms., the railway line connecting Chennai and Arakonam is passing through. Moreover, our country has lost the great son of our soil, Shri Rajiv Gandhiji at this place. The Memorial of our leader late Shri Rajiv Gandhi is also located here.

On considering all the above aspects, a new railway line "Avadi -Sriperumbudur Via Thirumazhisai, Thandalam, Irukattukottai" was announced and a survey was ordered on 27-12-1995. Reconnaissance Engineering-cum-Traffic Survey was completed and reports were also submitted to Railway Board on 03-04-1997. But the project has not yet been sanctioned by the Railways.

Hence, I urge upon the Government to take necessary steps to sanction the project on priority basis and do the needful at the earliest.

- (ii) **Need to extend the sheds over Platform Nos. 1, 2 and 3 at Palanpur railway station, Banaskantha, Gujarat**

*[Translation]*

SHRI HARISINH CHAVDA (Banaskantha): Sir, Palanpur railway station in my constituency, Banaskantha has been developed as a model railway station and accordingly facilities have also been provided. However, the sheds over platforms one, two and three are very small and insufficient to protect passengers from cold, heat and rains and their luggage from getting wet. There is a long-standing demand for extending these sheds but these sheds have not been constructed so far. The people say that the facilities provided at Palanpur railway station do not conform to the standard of facilities required to be provided at a model station.

The Government is requested, through the House, that the sheds over platforms one, two and three be extended as demanded.



**(III) Need to start broadcasting of FM radio in Amreli Parliamentary Constituency, Gujarat**

SHRI V.K. THUMAR (Amreli): Sir, my constituency Amreli is totally agriculture-based. The labourers and farmers do not have any means of entertainment and neither do they have the means to purchase modern electronic equipments for their entertainment. The people of my constituency have made a demand for broadcast of FM radio which needs to be dealt with on an immediate basis. There are numerous means of entertainment in the big cities in the country. Hence, broadcast of FM radio should be started in my constituency to provide a means of entertainment to the farmers and labourers in rural areas.

It is requested, through the House, that broadcast of at least one FM radio should be started in my constituency Amreli during the current financial year.

**(iv) Need to relax the norms of physical standards for youth from Uttarakhand for recruitment in Indian Army**

SHRI K.C. SINGH 'BABA' (Nainital): Sir, I would like to draw the attention of the hon. Defence Minister towards the need to continue the relaxation in the norms of physical standards for Kumaoni, Gorkha and Garhwali youth from Uttarakhand for recruitment in Indian Army.

Sir, the youth from Uttarakhand have been traditionally given relaxation in the Indian Army but I have got to know that this relaxation has been withdrawn some time back which has caused resentment in the minds of the people.

Sir, Kumaon, Gorkha and Garhwal regiments are counted among the best regiments in the country. They have a glorious history of courageous action. They have earned numerous medals in the field of action. Even now these regiments are engaged in defending the country with great courage. Sir, I would like to inform the Minister, through you, that due to variant geographical conditions, the people of this region have a shorter and slighter build as compared to people from plains. This was the reason for the provision made by the Indian Government for relaxation of norms of physical standards for youth from Kumaon, Gorkha and Garhwal regions. The Kumaon Regiment, the Gorkha Regiment and the Garhwal Regiment had been constituted keeping in view

the courage, dedication, honesty and integrity of the youth of Uttarakhand. Even today, the primary ambition of the Uttarakhand youth is to join the army to serve the country.

Sir, through you, I would like to request the hon. Defence Minister to continue the relaxation in the norms of physical standards for recruitment of the courageous hillmen in the Indian Army so that the youth from this region are able to continue to shoulder the responsibility of serving their country and to realize their dream of service to the country.

**(v) Need to run Hazarduari Express between Kolkata and Murshidabad on daily basis**

*[English]*

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): 'Incredible India' was launched with an objective of increasing the volume of tourism in our country as it considers a highly potential area to be harvested. Murshidabad District is known as a tourist destination in West Bengal. Every year more than 10 lacs tourists visit the district to see the places of historical importance. It is easy to consider that the Railway connectivity could play a contributory role to the growth of tourism. It is happy to note that after a long persuasion, Railway Authority conceded to a run "Hazarduari Express" between Kolkata and Murshidabad. Simultaneously, it is sorry to note that it runs once in a week. I plead to the Government, to run the same train on daily basis.

**(vi) Need to provide appointment on compassionate ground to the dependents of deceased employees of Kakrapar Atomic Power Station in Gujarat**

DR. TUSHAR A. CHAUDHARY (Mandvi): I want to draw your kind attention towards delay in giving appointment on compassionate grounds in Kakrapar Atomic Power Station, P.O. Anumala, District Tapi (Gujarat) which is under Nuclear Power Corporation of India Ltd. (A Government of India Enterprises). Since 2002, no appointment has been done on compassionate grounds in this organization. There are total 9 cases for compassionate appointments. Out of these, 7 cases are of Scheduled Tribes and out of them 5 cases are of such who are also land losers because their lands have been acquired for establishment of Kakrapar Atomic Power Station. All these families are very poor and they do not have any source of income for their livelihood. They are in dire need of appointment on compassionate grounds.

It has come to my notice that the Company wants to give them one time cash compensation in place of the appointment which is not justified because they need the source of income through the service. But the Government has not been giving them appointment on compassionate grounds for the last so many years.

I, therefore, request the Government to give them due consideration by appointing them in Kakrapar Atomic Power Station on Compassionate grounds so that these affected families may get their source of income to live.

**(vii) Need to accord approval to Gujarat Motor Vehicles (Use of Fuel) Regulation Bill submitted by Gujarat Government**

SHRIMATI JAYABEN B. THAKKAR (Vadodara): The Government of Gujarat had submitted the Gujarat Motor Vehicles (Use of Fuel) Regulation Bill to the Central Government for approval in Feb. 2005. The approval has not been accorded as yet.

I urge the Government, to accord approval as early as possible.

**(viii) Need to give financial assistance for providing medical facilities in Madhya Pradesh and other parts of the country**

*[Translation]*

DR. SATYANARAYAN JATIYA (Ujjain): There is a need to provide and implement an easy mechanism for healthcare and treatment in the country. In order to provide medical facilities in remote rural areas and inaccessible places there is a need to set up health care centres, health care sub-centres according to the geographical and increasing population norms and for this purpose 2001 census should be treated as base instead of 1991 census and the number of these centres needs to be increased in proportion to the yearly increase in the population.

The Government should ensure adequate arrangements and financial assistance for providing medical facilities, equipments, medicines, doctors, recruitment of attached staff and construction of hospital buildings and staff quarters.

**(ix) Need to take immediate steps for eradication of Malaria in Keonjhar and other parts of Orissa**

*[English]*

SHRI ANANTA NAYAK (Keonjhar): It is a matter of great concern that Malaria is taking a heavy toll of human

lives every year in Orissa and particularly in Keonjhar district. Recently, in December 2007, 13 tribal people died in Joda block in that district. Out of them, 12 were infants. All of them were under 10 years of age. Prior to that 10 people died in October 2007. So the Government, should realize the gravity of the situation.

The treatment provided to the Malaria patients is not adequate. National Malaria Eradication Programme could not produce any significant result to control Malaria in many Parliamentary Constituency.

Unless steps are taken to control Malaria, the poor people, most of whom are tribals will continue to face untimely death. So, to save these people in my Constituency, I demand that the Central Government, must take immediate steps on war footing to control Malaria and also provide proper treatment facilities to the patients who are battling in their huts and the hospitals against death.

**(x) Need to accord the status of a Central University to Rajasthan University**

*[Translation]*

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, the Government has declared to set up a central university in Rajasthan in budget 2008-09. Rajasthan University is functioning at present in Rajasthan but it is not enough. Here all kinds of facilities and land are available. It would be befitting if the Government accords the status of a central university to Rajasthan University.

**(xi) Need to start flights from Chakarbhatta in Bilaspur, Chhattisgarh**

SHRI PUNNU LAL MOHALE (Bilaspur): I have to submit that air service with an eighteen seater aeroplane was started from Bilaspur district of Chhattisgarh. After some time this 18 seater aircraft service was discontinued which caused discontentment among the people. There is a need to start air service to Chhattisgarh in view of development of scheduled caste and scheduled tribe population of that region.

SECL's office, High Court, Zonal Office of railway zone and railway headquarters and plants of NTPC are situated in Bilaspur. Korba also has thermal power station. People often travel to Bilaspur for industrial purposes. Crores of rupees are spent in travelling as flights are not available to Bilaspur. Keeping all these things in view I request the Government again to widen airstrip at Chakarbhatta, Bilaspur and to start air service to Bilaspur.

**(xii) Need to strengthen Khadi and Village Industries Commission**

*[English]*

SHRI SWADESH CHAKRABORTY (Howrah): Khadi and Village Industries Commission (KVIC) is an organisation under the Ministry of Micro, Small and Medium Enterprises. KVIC is a very strong weapon to fight the demon of unemployment in the country. Its units in the villages could give bread to the local youths both boys and girls. But the strength of the KVIC has been downsized by more than 40% leading to a situation, where there is not enough technical staff to train the village youth to earn their livelihood.

I, therefore, urge upon the Government to strengthen KVIC by restoring the staff strength and by sanctioning more funds to increase the number of REGP units in all the villages in the country.

**(xiii) Need to grant pensions to the surviving freedom-fighters of Naval Mutiny**

SHRI P. KARUNAKARAN (Kasargod): The Government of India had declared the participants of Naval Mutiny as freedom fighters even though belatedly. But due to a categorization merely 507 out of around 20,000 sailors shunted out by the Britishers after Mutiny have been provided pension, so far. In order to project the mutiny as a token one, the Britishers sent out the sailors in thousands on the pretext of being demobed after the II World War while fresh recruitment in larger number was continued. In fact, it was camouflaged victimization of the bulk of the participants in the mutiny. Unfortunately the Government after independence did not take into consideration this fact while deciding on pension. As a result the bulk of the participants were left out. It is a fact that these aspirants went on demanding fruitlessly and presently only seventy of them are alive.

They had approached the High Court of Kerala, which gave a judgment in their favour on 21.02.2006. The claim of freedom fighters to sanction freedom fighter pension is still pending even after the Court verdict. This apathy is inhuman and unpatriotic.

Hence, I urge upon the Government to look into the matter and sanction the pension.

**(xiv) Need to widen and upgrade N.H. 75-76 between Jhansi-Mirzapur-Hamirpur (Uttar Pradesh) and Chhattarpur (Madhya Pradesh) and NH 86 between Kanpur-Sagar passing through Hamirpur Parliamentary Constituency**

*[Translation]*

SHRI RAJNARAYAN BUDHOLIA (Hamirpur, U.P.): Two major national highways—Kanpur-Sagar (NH – 86) and Jhansi-Mirzapur (NH – 75/76) pass through Hamirpur-Mahoba (U.P.), my parliamentary constituency. Thousands of accidents have occurred on this national highway due to heavy traffic. For the last four years I have been demanding, through the House, the four-laning of this highway. There is a large core sand mine at the coast of Betwa river in Hamirpur janpad at 66th kilometer of this national highway and there are many large granite stone mines in Karbai town at 129th and 130th kilometer where about 150 crushers produce stone blast day and night. As a result there is a constant traffic of seven to eight thousand heavy goods carrier trucks on this highway twenty four hours. Traffic often remain jammed for twenty hours. A central investigation team can verify this fact. The link between this janpad and the State is broken for hours due to narrow single lane bridge on Yamuna and Betwa rivers in Hamirpur district headquarters. This national highway is in a very dilapidated state. Both the above mentioned highways do not fulfil the norms laid down in respect of national highways. About nine kilometers stretch of national highway no. 75-76 from Deori dam, which connects Harpalpur (M.P.), is only nine feet wide.

I, therefore urge upon the Government to include the widening and strengthening of the above mentioned highway from Hamirpur to Chhattarpur (M.P.) and Deori dam to Banda via Madaudh and construction of bridges, culverts and four lane roads on all the major rivers and drains on this way according to the road norms in the annual plan and start the work immediately.

**(xv) Need to expedite construction and linking of National Highways with district headquarters in Chail Parliamentary Constituency**

SHRI SHAILENDRA KUMAR (Chail): Sir, the construction work of national highway in my parliamentary constituency (Chail) in U.P. is going at a snail's pace and as a result there is massive traffic jam and hundreds of peoples are being killed in fatal accidents every month. Janpad Fatehpur Kaushambi in my constituency and major

parts of Allahabad and Pratapgarh are affected. The headquarters of these janpads should be linked with the national highway and only then the purpose of national highway will be fulfilled. The construction of a bridge on the Ganges linking with the national highway in my constituency janpad Kaushambi is not being completed within the stipulated time limit.

I urge upon the Government to expedite construction of partly constructed roads and bridges and linking of National Highways with district headquarters in view of the aforesaid problems.

**(xvi) Need to implement measures for the welfare of the farmers in the country**

SHRI RAM KRIPAL YADAV (Patna): Sir, it is for the first time that the Government is taking some relief measures for the farmers and the announcement of loans waiver is a welcome step. The farmers are compelled to live in utter poverty and under miserable condition. They do not get remunerative prices for their produce. As soon as the crops are harvested the middlemen appear. The farmers do not get MSP as procurement centres of the Government do not function regularly. The crops fall prey to natural calamities such as flood, drought or plenty of rains. They do not have adequate money to invest in agriculture as farming has become a costly affair these days. Fertilizers, seeds, labour, diesel etc. have become dearer and there is acute shortage of power. Irrigation facilities in most parts of the country are just for namesake. Under such conditions the farmers have to take shelter of money lenders and they charge very high rate of interest from farmers. The same loan becomes a death trap for them. About 70 percent of our population comprises of farmers and they produce grains for us. Their condition is pitiable throughout the country and it is worse in poorer States like Bihar.

In view of the above, the Government should provide loan to farmers at a token rate of interest of just 2 percent. And arrangements should be made so that they can get as much loan from banks including cooperative banks as they need without any hassles. It is beyond doubt that a country can prosper only if its farmers are happy. At the same time the Government should immediately ensure availability of good quality of seeds and adequate quantity of fertilizers and also remunerative prices for their produce.

**(xvii) Need to provide easy availability of Kerosene in the country**

SHRI KAMLA PRASAD RAWAT (Barabanki): Sir, in regard to distribution of Kerosene oil I want to draw your attention to the difficulty being faced by common man in getting kerosene oil. As it is used in generators, in engines for running tubewell, and in tractors and also in stoves for cooking meals, so there is heavy black marketing and it is sold at rate as high as Rs. 25-30 a litre. Since diesel is costlier, the people depend more on it leading to unabated black marketing of kerosene. If it is allowed to be sold at petrol outlets and subsidy on it is withdrawn, it will be easily available to common man. Moreover now a days equipments are available which can detect adulteration in petrol.

**(xviii) Need to simplify the procedure for attestation of documents of citizens seeking jobs abroad**

*(English)*

SHRI M. APPADURAI (Tenkasi): Attestation of degree, diplomas and certificates obtained from the Educational Institutions in India is mandatory for educated Indian Youth seeking job in the Middle East countries. The Embassies of those countries are required to attest them in Delhi after their being attested by both the Union Human Resource Development Ministry and the External Affairs Ministry. Till recently both the attestations were carried out in two different locations in Delhi requiring anxious Middle-East jobseekers and their family members to travel to Delhi all the way from their respective States spending time, energy and money. This cumbersome and avoidable hardship caused to hapless jobseekers has been further complicated now with the delinking of this double attestation. HRD Ministry has now entrusted this with the offices in the State Secretariats in the respective State capitals. When every State capital has got a passport office under the External Affairs Ministry, the Union Government can do well to come to the rescue of the Indian public by way of providing both the attestation facility at the respective State Headquarters. If our External Affairs Ministry can arrange for online attestation facility tying up with such Middle East countries at a nominal fee, this will be an additional earning to our exchequer while helping the innocent masses to avoid spending heavily on avoidable travel to the National Capital.

Hence, I urge upon our External Affairs Ministry to take up this urgently and if need be to co-ordinate with the Union Labour Ministry as they have been co-ordinating already with Department of Posts.

**(xix) Need to ensure appropriate utilization of funds under Pradhan Mantri Gram Sadak Yojana in Punjab**

*[Translation]*

SHRI ZORA SINGH MANN (Ferozepur): Sir, PMGSY launched by the NDA Govt. in the year 2000 is proving a boon for Punjab. The ministry has released crores of rupees under the said scheme in my constituency Ferozpur. But when I alongwith the Deputy Commissioner of Ferozpur inspected the work of reconstruction of roads under the said scheme, some irregularities were found in it.

Through you, I urge the Government to send a High Level Inquiry Committee and take action in this regard so that the funds to the tune of crores of rupees can be utilized properly.

**(xx) Need to include 'Kudumbi' tribe of Kerala in the list of Scheduled Tribes category**

*[English]*

SHRI M.P. VEERENDRA KUMAR (Calicut): Kudumbis of Kerala known by different names snehas, moopans chetty are descendants of Kudumbi who migrated from Goa in the 16th Century during Portuguese religious persecution. Kudumbis of Goa have since been included in the list of Scheduled Tribes by an amendment bill passed by the Parliament in 2002. Most of the Kudumbis are below poverty line. The literacy percentage of this community which has a population of around 3.5 lakh is below 26 percent whereas the State's average literacy is more than 90 percent. None from the community could rise to any reputed position in government service. Earlier, Kudumbis were included in the depressed classes when all the communities coming under depressed classes were included in SC/ST list, Kudumbis some how were left out. State Government of Kerala has recommended as early as 1967 their inclusion in SC/ST list and repeated the same in 1978 and 1982. Again on 26 March last year, State Government has recommended to the centre to include Kudumbi in the list of SCs. I, therefore, earnestly urge the government to consider this long pending demand sympathetically and include Kudumbis in the list of STs.

*...(Interruptions)*

MR. SPEAKER: Item Nos. 13 to 18 will be taken up together. Shri Brahmanda Panda may speak now.

*...(Interruptions)*

*[Translation]*

MR. SPEAKER: You go to your seats. Now we are taking up Rail Budget and every body wants to speak on it. Therefore please take your seats, gracefully.

*...(Interruptions)*

13.32 hrs.

*At this stage Shri Ashok Pradhan and some hon'ble Members went back to their seats.*

*...(Interruptions)*

*[English]*

MR. SPEAKER: Only Railway Budget is being discussed. Shri Brahmananda Panda, please speak on the Railway Budget.

*...(Interruptions)*

*[Translation]*

MR. SPEAKER: What is this going on?

*...(Interruptions)*

SHRI DHARMENDRA PRADHAN (Devgarh): They are enemy of democracy. *...(Interruptions)*

MR. SPEAKER: You sit down.

*...(Interruptions)*

*[English]*

MR. SPEAKER: Shri Pradhan, this is not right.

*...(Interruptions)*

MR. SPEAKER: Please do not compel me to take action. Please take your seats. If you do not take your seat, I will have to take action against you. I will take action on anybody standing when I am on my legs.

*...(Interruptions)*

MR. SPEAKER: Will you stop bad habits? Will you kindly take your seats?

...(Interruptions)

MR. SPEAKER: Defiance of the Chair is gross abuse of the House. It is a gross breach of privilege. We are tolerating too much sitting in the Chair. You are making mockery of everything. All sections of the House are guilty. Please introspect. Where are we taking this country to? A serious incident has happened and everybody has condemned it. Cannot that be raised in the House in a proper manner? I am obliged to most of the leaders. They have spoken with a great sense of responsibility.

...(Interruptions)

MR. SPEAKER: Do not make commentaries on Speaker's observations. You should learn all these things. Take the matter seriously. Every party has its own viewpoint. If they want to do it according to rules, they are entitled to do it. But I am only saying to raise the basic issue that is before the House. Many leaders have raised it. Kumari Mamata Banerjee and Shri Prabhunath Singh have raised it. Prof. Malhotra has also raised it. He has controlled himself very well today. I compliment him for it.

...(Interruptions)

SHRI GURUDAS DASGUPTA (Panskura): Sir, they have not listened to us. ... (Interruptions)

[Translation]

MR. SPEAKER: All right, leave it.

...(Interruptions)

[English]

MR. SPEAKER: I am trying to settle the issue. I am appealing to all of you not to come to the well of the House.

...(Interruptions)

[Translation]

MR. SPEAKER: You donot say so. This is not to be recorded.

...(Interruptions)\*

[English]

MR. SPEAKER: If I do not allow you to speak, then you can say something. Please do not come to the well of the House.

Please do not come to the well of the House. We are almost at the fag end of the 14th Lok Sabha. You

\*Not recorded.

know it. You only say that I am to go this time. Do not force me to take any unpleasant step, which I do not want to take. Shrimati Sumitra Mahajan also shares my agony. I am very much thankful. The hon. Minister also responded. It was for him to respond. I did not compel him to respond. What he said is that according to law action will be taken.

...(Interruptions)

MR. SPEAKER: Mr. Pradhan you are so much annoyed today. It does not behove you. You occupy bench number two and you make maximum noise, It does not behove you. Kiran ji, whatever you do is not good. It does not behove you.

...(Interruptions)

[English]

MR. SPEAKER: Tell me why matters are raised in the House. The matters are raised in the House because the country would know. The Government is there. The parties should know each other's view point. Otherwise, it should be decided on the streets. It is being raised in the House because there may be a solution found.

...(Interruptions)

MR. SPEAKER: Therefore, let us show a little respect to the House, to the democratic way of functioning. I am thankful to everybody for the cooperation.

Now, we are going to discuss the Railway Budget. Almost every hon. Member is interested in speaking. It is an important debate.

13.37 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL OF  
RAILWAYS (AMENDMENT) ORDINANCE  
RAILWAYS (AMENDMENT) BILL, 2008  
RAILWAY BUDGET (2008-2009)—  
GENERAL DISCUSSION  
DEMANDS FOR GRANTS ON ACCOUNT  
(RAILWAYS), 2008-2009  
DEMANDS FOR SUPPLEMENTARY GRANTS  
(RAILWAYS), 2007-2008  
AND DEMANDS FOR EXCESS GRANTS  
(RAILWAYS), 2005-2006—Contd.

[English]

MR. SPEAKER: The House will now take up combined discussion of item Nos. 13 to 18 in the List of Business.

Shri Brahmananda Panda.

SHRI BRAHMANANDA PANDA (Jagatsinghpur): I want to speak in my mother tongue - Oriya.

MR. SPEAKER: Shri Panda, are you speaking in Oriya?

SHRI BRAHMANANDA PANDA: I am speaking in my own mother tongue.

MR. SPEAKER: Of course, you are entitled to speak in your mother tongue. Please give a notice so that its translation could be heard by other Members.

SHRI BRAHMANANDA PANDA: I have already given a notice.

MR. SPEAKER: Mr. Panda, you speak a little later.

[Translation]

\*SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, I want to draw the attention of the hon. Railway Minister to the railway related problems of Rajasthan.

1. I request to run a daily train from Jaipur to Darbhanga and extension of Jirarat Express, Marudhar Express and Jansadharan Express trains upto Darbhanga.
2. Necessary action is yet to be taken to make Jaipur railway station a world class station. As per my information, consultant for Jaipur station has not been appointed yet and suggestions for the station can be known only after that.
3. Similarly, hon. Railway Minister had announced in July, 2007 to make the Ajmer railway station a world class station too but the Railway Minister has not taken a decision in this regard so far. There is a need to take an early action in this regard.
4. Food Plaza has been opened only at Jaipur railway station under North Western Railway. There is need to take an early action for opening Food Plazas at the other major stations like Ajmer, Abu Road, Udaipur, Bhilwara, Jodhpur etc.

5. Budget Hotels were announced in the last budget but no action has been taken so far to build budget hotels in Rajasthan where Jaipur, Udaipur, Ajmer, Jodhpur, Jaisalmer and Lalgah in Bikaner are the stations selected for the purpose. It is very important to build the budget hotels in view of the rising number of tourists visiting Rajasthan.
6. There is a large number of commuters on some sections near Jaipur. Therefore, there is a need of DMU like trains on these sections like Ajmer-Phulera-Jaipur and Jaipur-Alwar section where passenger load can be increased by increasing the frequency.
7. Dedicated Freight Corridor: West- This corridor is to come up from Rewari station to Palampur under North Western Railway and is likely to result in industrial development of Rajasthan. Therefore, it should be started soon.
8. Logistics Parks will have important contribution in the industrial development of Rajasthan. I request the hon. Minister to make their early selection in the interest of Rajasthan.
9. I also request the hon. Railway Minister to grant approval for construction of new railway line from Anupgarh to Ramgarh which will be important for Rajasthan from the security point of view.
10. The gauge conversion work is going on at a fast pace in North Western Railway. I request the hon. Railway Minister to introduce trains as soon as the gauge conversion work is over so that the people of Rajasthan can be benefited.
11. Currently, the following sections are lying closed due to gauge conversion work:  
  
Rewari-Sadhulpur-Hissar since 1 January, 2008;  
  
Rewari-Ringes-Phulera since 1 December, 2007 and  
  
Jaipur-Phulera-Ajmer line is proposed to be closed from 23 March for doubling.
12. The hon'ble Railway Minister has not given approval in this budget for gauge conversion of two sections in Rajasthan, namely – Ratangarh-Sardar Shahar, 43 kms, and Marwar-Mawali-Badi Sadri, 230 kms. I request that approval should be granted for these two sections so that all the railway lines in Rajasthan could be converted from metre gauge to broad gauge.

I hope that the hon. Railway Minister will pay attention to the said main problems of my State and will get them solved soon.

\*SHRI RAKESH SINGH (Jabalpur): Sir, I thank you for giving me an opportunity to speak on the Railway Budget. The ruling party has unsuccessfully tried to win accolades through the Railway Budget. No matter how many announcements hon. Railway Minister may make regarding Railways development but the bitter truth is that he can not give guarantee of safe journey even today. It is the tradition of our country that we wish the passengers a happy and safe journey before the start of the journey and this is also the main slogan of the Railways. But, unfortunately, nobody is in a position to allow one's mother, sister, wife or daughter to travel alone today. It is very unfortunate that we cannot guarantee safe travel within our own country even after purchasing a valid ticket. I would like to draw your attention particularly to the fact that incidents of loot, robbery, assault and rape are occurring regularly with the passengers. Criminal incidents on trains in my region and in the West-Central Railway have been rising constantly. Unless concrete measures are taken soon to check it, all the announcement and schemes about development of the Railways would prove futile and the slogan of safe journey would create fear among the passengers rather than relief.

Sir, I want to say that the development of Railways is closely related to the development of the country because the economic, industrial and agricultural development is dependent to a large extent, on the development and the schemes of the Railways. The developmental schemes of the Indian Railways are prepared under the national five year plans and now when the 11th five year plan has started, I have no hesitation to say that the developmental policies of the Railways and its main objectives under the 10th five year plan have not been achieved so far. I, therefore, want to draw your attention to the main objectives of the 10th five year plan.

Sir, one of them is more investment for early completion of the approved railway projects and the other is upgradation of technology to increase the average speed of the trains. With deep regret, I want to tell the hon. Railway Minister that neither his promise to make maximum investment for completion of the railway projects approved in the 10th Five year plan has been kept nor

the announcements made by him in the last Railway budget have been implemented so far. Sir, the future of the Railways as well as that of the people depends on the internal strength and the policies of the Railways and any kind of political discrimination should not be there in determination of these policies rather backwardness of an area should be the basis for completion of developmental schemes of an area. But, unfortunately, political discrimination is an obstacle in the development of the backward areas.

Through you, I would like to draw the attention of the hon. Minister of Railways towards Mahakaushal, the most backward region in Madhya Pradesh. Jabalpur is both the largest town and the headquarters of the Railway Zone. The hon. Minister has recently visited the place. I would like to tell you that in the beginning Jabalpur was seriously considered to be selected as capital at the time of formation of Madhya Pradesh. But, it lost the chance to have this status as the railway facilities in the city were not adequate. The most important project for development of the entire Mahakaushal region is the Jabalpur-Gondiya Gauge conversion project which had been sanctioned by the Atal Behari Vajpayee government. The cost of this 285 km long project of great importance was Rs. 511.86 crore for which Rs. 109.32 crore had been sanctioned initially. Thereafter, the UPA government came into power and hon. Laluji became the Railway Minister. Subsequently, Rs. 38.06 crore were released in 2004-05, Rs. 25 crore in 2005-06, Rs. 57.40 crore in 2006-07 and Rs. 60.00 crore in 2007-08.

Sir, the media in Jabalpur and I had described the facts regarding the backwardness of Jabalpur and the Mahakaushal region to Shri Laluji during his recent visit to Jabalpur. We had also informed him of the reasons as to why Jabalpur-Gondiya broadgauge was important for Jabalpur and this region.

The Railway Minister had acknowledged all those facts and made a public announcement that the project would be completed by 2010. This had generated hope not only in Jabalpur but in the entire Mahakaushal region that the developing city of Jabalpur would get rid of its backward tag. Unfortunately, the Minister failed to keep his word in the present railway budget. Sir, he has allocated a meagre sum of Rs. 60 crore for this project for the year 2008-09 in the railway budget. If we go by his announcement, this project ought to be completed by the next year, that is 2009-10 and when all expenditures are taken into account, a total of Rs. 162 crore needs to

\*Speech was laid on the Table.



[Shri Rakesh Singh]

be provided for the project during this period. I would like to know as to whether the hon. Minister will provide the entire amount in lump sum in 2009-10 and if at all, he does manage to do so, whether it would be possible to complete the project within a short period of one year. The funds allocated during the current year are meant for the loop line between Balaghat and Katangi which is merely 49 km long. The large scale and cost intensive works on the main line between Balaghat and Jabalpur which include construction of bridges, installation of signals, construction of stations, laying of railway lines are yet to be undertaken. I would like to draw the attention of the Railway Minister, through you, towards a major discrepancy, which is, that when this project was started its cost was estimated at Rs. 511.86 crore. Time over-run automatically leads to cost over-run. The revised estimate about the cost of the project as per last year's budget was Rs. 524.88 crore and the remaining amount was Rs. 240 crore whereas the revised estimated cost of project during the current year's budget has been shown as merely Rs. 511.86 crore and the remaining amount to complete the project has been projected as Rs. 147 crore. However, if we add the amounts released so far then it comes to Rs. 349.46 crore including the Rs. 60 crore released during the current year. As per this calculation if we take the total project cost to be Rs. 511.86 crore, even then the remaining amount comes to Rs. 162.40 crore. This proves that the Railway Ministry is intentionally creating a false impression by quoting incorrect figures. This is an injustice to the Mahakaushal region because this would lead to the work of gauge conversion in this region being shifted to the very last in the series of such projects whereas this project should have been given top priority since this is the project which is likely to yield the highest profits for the railways amongst the gauge conversion projects. Sir, the day this project is completed, the distance from South to North would be reduced by 274 km. With the completion of this work, the required wagon turn-down needed for development of railways would also improve. At present, one wagon traverses a distance of about 250 km in 24 hours and the wagon turn-down in the entire country is 5-6 days. When 274 km of reduction in distance takes place after completion of this project, this turn-down would also come down to 4 to 5 days.

Reduction of wagon turn-down on this route would lead to saving of crores of rupees for the railways and also lead to a direct annual increase of Rs. 300 crore in income. I would like to draw the attention of the

hon. Minister towards another important facet of this project. The work of gauge conversion from Gondiya to Ballarshah has been completed in 1999 and the railways has spent Rs. 400 crore thereon but even after so much expenditure, optimum use of this route is not being made. Objections in this regard had also been raised in the report of the Railway Convention Committee. The biggest reason for this failure is the non-completion of gauge conversion work between Jabalpur and Gondiya. Gondiya to Ballarshah route will not be used optimally until this work is completed. At present, Itarsi to Ballarshah route is a very busy route.

Sir, completion of this work is also very important in view of the second major objective of the tenth five year plan that is, increasing the average speed of the trains, because Itarsi-Ballarshah route is an extremely busy route. The utilization rate of this route is 160 percent which is too high and leads to slowing down of trains and increase in wagon turn down time. Completion of Jabalpur-Gondiya broad gauge would lessen the pressure on Itarsi-Ballarshah route and it would become possible to run new trains on this route.

Sir, there could be no more profitable rail route for the railways once gauge conversion on this route is carried-out. Merely Rs. 60 crore have been allocated during the current year for completion of this venture which would prove to be highly profitable in future. This allocation is totally inadequate and belie the Minister's announcements. Hence, the incorrect figures projected in the railway budget should be corrected and the people should be informed about the actual remaining funds for the project. It is expected of the Railway Minister that he would publicly announce the actual remaining funds for the project and retain the faith of the people.

I would like to tell the hon. Minister that the people of Jabalpur and Mahakaushal region feel deeply about this project. Recently, a Halla-Bol rally had been organized in Jabalpur against the railways in the course of which I had undertaken a journey of 100 km from Katni to Jabalpur on foot. At the end of this rally 25 to 30 thousand men and women had gathered in front of West-Central Railway headquarters in Jabalpur to express their anger at the negligence shown towards this region. I am sure that the echo of the anger expressed by the people of Jabalpur reached the ears of the railway ministry mandarins too which resulted in the announcement of a Jabalpur to Mumbai Garib Rath and a passenger train from Katni to Itarsi in lieu of our demand for a new train from Jabalpur to Mumbai and a DMU from Katni to

Narsinghpur in the current railway budget. But this is inadequate. I would like to draw your attention towards some important issues regarding railway facilities which are necessary for the development of this region.

Sir, in order to expedite as well as complete the gauge-conversion work immediately Western Central Railway, which has its headquarters in Jabalpur should be made the executive agency in place of the other executive agency—South East Central Railway which has its headquarters in Bilaspur in Chhattisgarh.

The weekly train running between Jabalpur and Jammu for 'darshan' of Mata Vaishno Devi should run at least four days a week.

Lakhs of Sikh people live in Jabalpur and surrounding areas, hence a direct train from Jabalpur to Amritsar should be introduced.

Sir, both Jabalpur and Katni are very important stations in my Parliamentary constituency and I have been demanding for last several years that Jabalpur and Katni stations should be given ISO 9001 Certificate.

A local train should be introduced between Bheraghat and Khamaria in Jabalpur, which has a population of twenty lakh and the rail track required for this purpose is already there.

I would like to tell you that the world famous tourist spot Bheraghat is situated in Jabalpur and today tourism is the key factor for development of the railways. Hence Bheraghat station should be developed from tourism point of view and all amenities should be provided there.

Sir, in order to reduce the crowd at the main station in Jabalpur a decision should be taken immediately to develop Kachhpura station at the other end of the city as a station having all the facilities for the passengers and Madanmahal station on the lines of Habibganj (Bhopal) station.

In view of the increasing number of passengers Madhya Pradesh Sampark Kranti train from Jabalpur to Delhi should be made a daily train.

A large number of Bangla speaking people live in Jabalpur, hence a direct train from Jabalpur to Kolkata should be introduced. Another train should be introduced from Jabalpur to Siwan via Allahabad-Chhapra so as to

benefit the large number of people of Bihar and Uttar Pradesh living in Jabalpur.

Chitrakoot Express presently running from Jabalpur to Lucknow should be extended up to Kathgodam (Uttaranchal) via Bareilly.

I.I.I.T. and several technical institutes have been set up in Jabalpur. Similarly, SEZ of I.T. in Jabalpur has also been declared. Hence, there is an urgent need to introduce a train between Jabalpur and Bangalore immediately. Hon. Minister, Sir, in continuance of my logical demand the Western Central Railway Zonal office has been submitting this proposal to the board for the last two years which has not been approved till date. Hence, it should be approved.

As there is no direct train to Tiruvananthapuram, the Malayali people living in Jabalpur have to go to Itarsi or Nagpur one day before to take other trains for onward journey which is inconvenient. Hence a direct train should be introduced from Jabalpur to Tiruvananthapuram and the weekly train no. 6360 Rajendra Nagar-Emakulam should be made a daily train to Tiruvananthapuram.

The headquarters of Western Central Railway Zone is in Jabalpur. Jabalpur is the largest city in Eastern Madhya Pradesh. So, I request hon. Minister of Railways to set up an office of Railway Recruitment Board at Jabalpur also.

The rail track is being electrified countrywide, but itarsi-Jabalpur-Katni rail route is still neglected even after continuous demand. Budget provisions should be made for starting electrification of this route urgently.

A large number of Muslims live in Jabalpur for whom Ajmer is the centre of faith. Hence Jabalpur-Jaipur Express train should be extended upto Ajmer.

Sir, the facilities for passengers at Panagar station in Jabalpur township are negligible. The stoppage of Mahakaushal, Revanchal, Shaktipunj, Amarkantak, Janata Express and Jabalpur-Rewa link city trains should be provided at this station.

A computerized reservation centre should be set up at Panagar station. I would like to tell Hon. Minister, of Railways, through you, that Sihora is an important place in Jabalpur district where it has been announced to set up new industrial area and SEZ. Hence, in view of heavy

[Shri Rakesh Singh]

traffic load an underbridge or overbridge should be constructed at Khitaula level crossing.

U.T.S. system has not still been made available even after sanctioning computerized reservation centre at Sihora station. Hence, it should be provided urgently.

Gondavana Express, running between Delhi and Jabalpur, Amarkantak Express and Mahangagri Express should be provided a stoppage at Sihora station.

There is 123 acres of Railway land adjacent to Sihora station which should be used for setting up of factories for maintenance and repair of coaches of the trains originating from Jabalpur and for printing of stationery for commercial, electronic and other departments.

Sir, Katni railway station is an important junction in the country. Hence, this railway station should be developed as per the norms of ISO: 9001 Certification. There is ample scope for development of marble industry in this region. Hence, a train should be introduced from Katni to Udaipur via Kota, Chittorgarh and the train running between Jabalpur and Nagpur should be extended upto Katni.

There is an urgent need to introduce an Intercity Express between Katni and Bilaspur. The stoppage of Indore-Bilaspur train should be provided at Madhav Nagar station in Katni.

Sir, the stoppage of Bhopal-Bilaspur passenger train at Patoha and Kota-Jabalpur Express at Reethi should be provided. Similarly, stoppage of Chirmiri train, Kurla-Varanasi train and Kamayani Express should be provided at Salaiya station.

Sir, Salimnabad station should be developed as a station having all the passengers' amenities. The stoppage of Jabalpur-Rewa intercity, Veena-Bhopal and Jabalpur-Lucknow Chitrakoot Express should be provided at this station.

Hon. Speaker, Sir, the distance of Damoh from Jabalpur is 110 Kilometres and as there is no direct rail link between the two places, the people have to travel 210 kilometres for going to Damoh via Katni. If a rail route is provided between Jabalpur and Damoh, all the trains will have to cover 100 kilometres less distance. The survey of this route has been completed.

Hence this project should be approved. The work of laying down rail track between Damoh and Kundalpur should be started immediately. I would like to thank Hon. Minister of Railways on behalf of the people of Jabalpur that he has declared to introduce a new train between Jabalpur and Mumbai and a new passenger train between Katni and Itarsi in place of the D.M.U. running between Katni and Narsinghpur for which I have been demanding for the last three years. But I have a complaint that I had sent a report to the General Manager, West Central Railway, Jabalpur and to you vide letter no. 88 dated 13th January, 2007 regarding the facilities available and problems being faced by the passengers at all the small stations falling en-route my journey by Itarsi-Satna Shuttle on 10th January, 2007 between Jabalpur and Katni. Railways Ministry and railway administration has not taken any positive initiative towards that. I would expect the railway ministry to pay attention to the report and to make efforts towards protecting the interests of the rural and poor people.

Hon. Sir, through you I would like to humbly convey to the hon. Minister of Railways that there is a heavy discontentment among the people of Jabalpur and Mahakaushal region because of continuous neglect by the railways since independence and the same has been peacefully expressed in Jabalpur from time to time. I feel that the people of Jabalpur and Mahakaushal have given an example of extreme patience but the continuous neglect and non-implementation of schemes announced by the hon. Railway Minister himself is increasing the discontentment amongst the common public. I am sure that hon. Minister of Railways will not test the patience of the people of Jabalpur any further and will provide sufficient funds for the Jabalpur-Gondia broadgauge railway line while presenting the actual figures before the public and will also take concrete and practical steps towards completing this work before the year 2010.

Hon'ble Sir, I would like to thank you for giving me an opportunity to speak on the rail budget.

[English]

MR. SPEAKER: Now Shrimati Sumitra Mahajan.

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore): Sir, while speaking on the rail budget, what usually happens is that we come to our constituency only after speaking about other topics in the budget.

13.39 hrs.

[SHRI VARKALA RADHAKRISHAN *in the Chair*]

[*English*]

MR. CHAIRMAN: Hon. Members, we have started the debate. Please be seated in your seats because I could not find out who is speaking. I would like to identify the hon. Member who is speaking. All are standing together.

[*Translation*]

SHRIMATI SUMITRA MAHAJAN: Sir, I was saying that generally we talk about our constituency in the last, but the entire Madhya Pradesh is very unhappy with this rail budget, that is why I am talking about my constituency in the beginning. I am also taking up my constituency in the beginning because in the end you ask us to wind up quickly.

I have been told that the general norms for the railways could be 17-18 per thousand kilometers. In fact I would like to say what to talk about norms, if some attention is paid towards the map of rail network in Madhya Pradesh, we will find that till date Madhya Pradesh has been quite neglected. If one has to go to any corner of the country then he will have to pass through Madhya Pradesh and only that much of railway line has been provided to our State. Till date no attention has been paid towards Madhya Pradesh in any rail budget with regard to the development of the State. Hon. Minister of Railways has satisfied himself by giving only three to new railway tracts in the entire State. He feels that he has done a very good job. He says that one has to pass through Madhya Pradesh. It does not seem that Madhya Pradesh has got anything else in this Rail Budget. Not a single large project has been earmarked for Madhya Pradesh. Not only this, I have also spoken about the project which was inaugurated by the Hon. Prime Minister and Hon. Minister. I do not understand when projects are inaugurated and the place from where the projects start. Maksi, Dewani, Indore and Dahod rail lines were such rail lines but it is a very old project. We vigorously pursued the work of Maksi-Dewani line and got it completed. It was an on-going project and then Hon. Minister went to Jabua with Hon. Prime Minister for its inauguration so that he may take credit for completion of the project. We do not have any grudge, he can go there to take credit and may put up a nameplate too but with it he should have also granted funds for it.

The cost of this project worth Rs. 300 to 350 crore got escalated to Rs. 671 crore due to the delaying of the project by the railways. I would urge upon hon. Minister to put the things back into order. Now the project cost has gone up to Rs. 1450 crore. I have an objection to this that he makes populist statements in the budget, the project cost gets escalated due to non-grant of funds for the same. He accompanied the hon. Prime Minister to inaugurate the big projects, although that is wrong, but it is done. They should have granted a good amount of money, anywhere between 100-200 crore rupees, so that the land acquisition work could be completed quickly. You would be surprised to know that last year, Rs. 10 crore was given and this year Rs. 2 crore have been given which means that even land acquisition also will not be possible with this amount. This shows their intentions that they do not want any work in Madhya Pradesh, that is my allegation.

Similarly, there is gauge conversion of the Ratlam-Khandura railway line. This is a very important gauge conversion for us. Gauge conversion has been completed beyond Ratlam. Seven pair of trains which were running on metergauge from one place to Ajmer and Udaipur were running to their maximum capacity. This rail service had been running for a long time. Now it has been discontinued. Its gauge conversion has been included in it but the amount of funds granted is very meagre, the project cost is Rs. 1400, crore, but funds of only Rs. 30 crore have been given. I would like to get it clarified, from the hon. Minister of Railways as to whether he intends to do some work in Madhya Pradesh at all or not? Besides, what other works are being done? The gauge conversion will take time but for now our connectivity to Udaipur-Ajmer has been disrupted, and we have repeatedly requested in this regard. Earlier seven pair of trains used to run on this route. We have said that this connection must be started again via Indore to Ujjain, Ratlam. I would like to thank him for starting a train on this line but earlier 7 pair of trains used to run daily on this line.

I would request the Hon'ble Minister to note that he has given a single train from Indore to Udaipur and that too only thrice a week. What is this? This is like a drop in the ocean? How does he want to run the railways? It is useless to talk about Indore and Manmaadh, it has been said that the State Government should contribute 50 per cent. I would like to say and as I have already stated that as far as the rate of return is concerned, it is 9 to 10 per cent at present but they want it to be 14

[Shrimati Sumitra Mahajan]

percent, which shall be that much in the coming one or one and a half year because Indore is such a place. I would like to say that they are doing injustice to Indore for the last many years. According to you, 17 per cent of the country's railway line is in Madhya Pradesh but I think we have not even touched 15 per cent and you are asking the State to pay 50 per cent of the cost. On what basis are you asking the State to pay 50 per cent of the cost. On what basis are you asking for 50 per cent of the cost to be paid by any backward state and you are putting that since Maharashtra has paid so should Madhya Pradesh also? I would like to say that a Minister from Madhya Pradesh had visited here and a big inauguration has taken place. I think Bhuria ji has not seen the budget, he will get really angry that after the inauguration, only Rs. 20 crore has been given instead of Rs. 1400 crores and they are asking us to pay 50 per cent for indore and Manmadh. I only have to say that we had demanded a number of trains and I have been trying continuously that be it Indore or Bangalore attention is paid towards this. Now I come to the budget. I earnestly convey my sincere thanks for various concessions given in the budget. Students and women have been given due consideration. Bhuriaji, are you with me, please talk about it as only 20 crores have been given in spite of its inauguration by the Prime Minister. ...*(Interruptions)*

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): What is wrong in it? Your misunderstanding would be clarified. ... *(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: The project is worth 1400 crores and only 20 crores are being given. ... *(Interruptions)*

SHRI KANTILAL BHURIA: You are being provided with a facility. ... *(Interruptions)* Do you think that the Prime Minister of the country makes complaints anywhere. ... *(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: That is why I have welcomed it. ... *(Interruptions)*

SHRI KANTILAL BHURIA: That scheme has been cleared and will be completed by 2011. You will be taken there. Why are you worried? ... *(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: You are not getting my point. I have welcomed that scheme and still appreciating it but funds should be provided. ... *(Interruptions)*

SHRI KANTILAL BHURIA: 20 crores are being given. ... *(Interruptions)*

SHRIMATI SUMITRA MAHAJAN: Where it is? Just go through the relevant part of the budget. ... *(Interruptions)* Do not delude yourself refer to the budget paper. ... *(Interruptions)* I am discussing the things after going through the budget thoroughly. ... *(Interruptions)* You have kept us under an illusion till now, and you yourself want to remain deluded.

Now I would like to discuss further. It is good that several concessions have been given for women, recipients of Ashok Chakra and students in the budget but it all sums up to not more than 180 crores i.e. a budget of thousands of crores of rupees, but, it is also an illusion. The budget stated very emphatically that such and such concessions are being given to this and that. I am thankful for what has been given for women but—I would like to submit that the contracts for vending or canteen at the station used to be given to the women NGOs earlier but now that practice has been stopped. I would like to suggest that if we really want to give some facilities or concessions to women, this practice should be resumed. Some contracts should be reserved for women self help groups and NGOs. Besides, they have claimed in the Budget that steps are being taken for the welfare of railway employees. In this regard I would like to suggest to constitute self help groups of widows of railway employees, housewives of porters and sweepers. Impart them training and then give them contracts regarding ticket booking, vending or canteen. Only then we would believe that he really has an endeavour to do something for women. I thank him for the decision taken to enroll the porters as class-IV employees. However, I would like to draw your attention towards the fraudulent practice involved therein which has come to my notice. Badge has a great importance for porters. I do not know what cropped up in his mind that in my Ratlam division their badges have been replaced with a card to be worn around the neck.

Here in Lok Sabha also, I-cards have been provided to the members and officers. Officers keep them in their pockets as otherwise they create hindrance while working. But porters have been given a very big card and they

have been asked to wear it all the time. It creates trouble for them also while lifting the baggage etc. Bhuraiji you please examine the situation personally. You have taken back their badges but what was the problem in wearing the badges. I have also heard that the middle men were charging 10-12 thousand for issuing of badges but since their inclusion as class- IV employees, middle men are charging upto 1 lakh for the same. Therefore, I have an apprehension that some irregularities might take place in the scheme instead of providing benefit to porters.

Now, I come to the budget. I would like to state a very important point, for which I have made lots of efforts. Please allow me to speak for ten more minutes. I would like to state about the compensation paid in accident cases. He is denying the accidents. Besides, he has made tall claims about the changes per million train kms. It includes only the major accidents but what do you say about the minor accidents? Alone in Indore an accident is taking place in every two months during shunting. I had suggested to acquire the land of Swdeshi mill in Indore for expansion but they are not considering my suggestion. Accidents are taking place there as there is no space for shunting causing damage to bogies. Just a day before yesterday an accident took place while shunting was being carried out in Shanti Express. Such accidents cause loss to life and property. Similar accidents might be taking place at other places also but these are not taken in records. Moreover, after accidents, they prevaricate over compensation. They do not pay compensation and then say that the number of accidents have come down. There is an example from my parliamentary constituency Indore. There is a girl Neha Sharma who lost her feet in the accident but no one is bothering to pay her compensation. They do not even frame the case and claim that the number of accidents have come down. Further, I would like to state that the cases of accidents are not investigated properly. The 3005 Hawrah-Amritsar train had metan accident seven years ago but its enquiry report has not come out so far. Such is the functioning of Railways.

Mr. Chairman, Sir, now I come on board cleaning. I feel sorry when they make tall claims. We are waiting for on board cleaning in the trains. However, I have written a number of times regarding the present situation of on board cleaning in our trains. People from my constituency have also written letters in this regard. We often come across rats, cockroaches and filthy toilets in the trains. At least trains should be cleaned when we travel by them.

It should be cleaned at the starting point and at the terminal point. At least this should be taken care of. It seems on board cleaning is still a distant dream. Therefore, please pay attention to this issue also.

One thing I would like to mention that the Hon'ble Minister of Railways is making tall claims. He is saying that they would increase the load carrying capacity. He has used a special term "Volume Game" for it *i.e.* they would increase the wagon turn around and carry the additional load. He has mentioned how it would be done. All facilities would be provided to increase the volume game and to double the steel traffic. He has mentioned to increase the steel traffic from 120 million to 200 million tonnes and container traffic to 26 million tonne, freight corridor. ... (*Interruptions*). Please allow me to speak for five more minutes, I am going to conclude. Please do not interrupt me.

[English]

MR. CHAIRMAN: Please conclude.

Hon. Members, more than 100 hon. Members have given their names to speak. Even if we sit for the whole week, we will not be able to finish it. What can I do?

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, what can we do, these people show us pipedreams. ... (*Interruptions*)

[English]

MR. CHAIRMAN: I will advise the hon. Members to put their written speeches. That is the only remedy.

Madam, please conclude now.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, I am sorry. I am saying sorry as these people tell baseless lies which do not stand any scrutiny. ... (*Interruptions*). Is this book all falsehood? I have looked through it which is why I feel angry about it. They talk about increasing the number of wagons, increasing the load, increasing the capacity and they talk about freight corridor. They say they have earned Rs. 14,000 crores. They may have made this profit by increasing freight and increasing load on goods trains. They may carry 30 tonnes instead of 20 tonnes

[Shrimati Sumitra Mahajan]

but what is the capacity of the lines? They do not take this into consideration and Mr. Chairman, Sir, that is why I feel angry. What will happen in future? This is written in the book circulated by them, I am not saying it of my own accord. What safety measures have they taken? Please inform us of the condition of the bridges and tracks on which they propose to run more trains and earn Rs. 14,000 crores as a result. I will not say much but they themselves have written down these facts. The Government will have to listen to a few facts. I am not wrong. Where will these goods trains run? They have themselves written in the pink book. They talk about one bridge when in fact over 80 percent of the bridges are more than a hundred years old. They have stated it in the pink book. They talk about Mallialapandiyam bridge and say that more iron-ore and more coal would be transported but these bridges built to carry a load of CC +8+2 tonnes iron-ore would not be able to carry the additional load and the project cost would be more than Rs. 4 crores. How much provision have they made for the purpose? They say Rs. 8 lakh. What do they want to do? The bridge is in a dilapidated state. Further, let us talk about Hyderabad yard. Here also they propose to ferry iron-ore. The project cost is estimated at Rs. 3 crores and the provision is merely Rs. 30 lakhs. They have said that more than 80 per cent of the bridges over which the density of train traffic is proposed to be increased are more than a hundred years old. What will happen to these bridges when the load of traffic over them is increased?

[English]

MR. CHAIRMAN: Please conclude.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, what should I do? My life is in danger. Future of my children is in danger. When these trains fall off these bridges, it will cause loss of lives. Who would be the ones to die? Our children would die. If the goods being ferried in such trains are lost in the rivers, our country would have to bear the loss. The bridge situated on the Itarsi-Jabalpur-Bhopal-Bina route was constructed in 1870. The flow of river along the Itarsi-Jabalpur route is extremely fast and the bridge over the river needs to be repaired on an urgent basis. They are also asking for funds for the repairs.

[English]

MR. CHAIRMAN: You give it in writing. What can I do?

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, these issues trouble me. ... (Interruptions)

[English]

MR. CHAIRMAN: What can I do? You please conclude now.

...(Interruptions)

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, there are many other issues. All these things should be noted. I would like to point out a small thing. They have pointed it out themselves. They have written that bridges situated on the Itarsi-Bhopal route are more than a hundred years old. They have stated that trains with additional load are required to be run over these bridges hence special attention needs to be paid to the condition of these bridges. For this purpose the requirement is of Rs. 450 lakh and the budget provision is merely Rs. 15 lakh. I would like to know what the Government intends to do about it? They make big claims. This issue is about bridges. Let us see what happens in future.

Sir, you will have to allow me two minutes more. I am not talking unnecessarily. Sir, I am sorry but it would not be of any use to hold discussions here otherwise. They talk about steel containers but has someone asked them to reveal the true situation of our factories particularly the Kapurthala factory. Let someone ask this question of the Government.

[English]

MR. CHAIRMAN: Madam, there are 50 speakers from BJP alone.

...(Interruptions)

MR. CHAIRMAN: You would not stop.

[Translation]

SHRIMATI SUMITRA MAHAJAN: All right, I will conclude in two minutes. You don't wish to listen because I am talking about the future.

[English]

MR. CHAIRMAN: It was Women's Day yesterday; how can I control her?

[Translation]

SHRIMATI SUMITRA MAHAJAN: I just want to say that they make tall claims but there is no provision for safety measures or factories in the Budget. Hence, I would like to request that when they talk about new designs, high capacity etc.

14.00 hrs.

Mr. Chairman, Sir, the Minister is talking of giving power in the hands of those who do not have the capability of making use of that power. The Minister is saying himself that I have created a misleading illusion. Yes, we all know that this is an illusion which we have observed earlier too. An illusion is never real and he had also woven an illusion in front of the people of Bihar when he had talked of transporting two buffaloes on a scooter. That is why he has come under fire in Bihar. This illusion-making will not work here. This is the Indian Railways. That is why I would like to say to the Minister.  
 ... (Interruptions)

[English]

MR. CHAIRMAN: Shri Brahmananda Panda, you can speak, if you want. She would not stop.

SHRIMATI SUMITRA MAHAJAN: I will conclude my speech. ... (Interruptions)

SHRI BRAHMANANDA PANDA: Unless she concludes her speech, it is difficult for me to start. ... (Interruptions)

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Chairman, Sir, I would only like to say that. ... (Interruptions)

[English]

MR. CHAIRMAN: Shrimati Sumitra Mahajan, you are a very senior and learned person. Please conclude now. How can I control other young Members if senior Members like you are not cooperating?

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Chairman, Sir, I will conclude now. The hon. Minister says that he is scoring goal after goal and that at every announcement 'Chak de Rail !' should be the slogan on all lips. But

what will happen when bridges collapse and accidents take place. Then everyone will start saying "Hai Lalu, hai Lalu". He talks of the vision for 2025. My only regret is that people will stop having faith in politicians.

...(Interruptions)

[English]

MR. CHAIRMAN: Shri Brahmanand Panda, she would not stop. Please start your speech.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Mr. Chairman, the Minister should state the factual position instead of creating mirages. It would be better for the Minister to state facts.

[English]

MR. CHAIRMAN: Hon. Members, I would like to inform you all that hereafter I will ring the bell and then I will call the next hon. Member to speak. Anything that is said after the Bell will not go into the record. If things go on like this, then how can I control and conduct the House?

\*SHRI B. MAHTAB (Cuttack): Respected Sir, I stand here today to deliberate on the Railway Budget 2008-09 which has received both laurels and brickbats from the thinking public. At the outset I must mention that the Railway Minister's opening remarks about a cash surplus of Rs 25,000 crore before dividend is clearly a meaningless figure. The surplus after payment of all dues, including dividend, to the general exchequer is only Rs. 13,534 crore. This is what can be invested. This is Mr. Lalu Prasadji's fifth consecutive Rail Budget. This year's Railway Budget reads like a wish list for the Indian Railways. Announcements like capacity building of high density network, port connectivity, freight corridors, stainless steel wagons, higher axle loads etc. on the freight side are praiseworthy and in the passenger sector, use of stainless coaches, green toilets, improved passenger information systems and facilities, reduction of fares etc. will please many no doubt, yet there is cause for concern too. The pronouncements do not match the deeds. The budget is an occasion to review the progress of important projects. Apart from the DFC, mega projects like the wheel factory at Chhapra, Electric Loco Factory

\*Speech was laid on the Table.



[Shri B. Mahtab]

at Madhepura, the coach unit at Rae Bareilly and the Diesel Loco Factory have yet to take off. A new coach factory in Kerala has been added to this list now. The list of sanctioned railway projects of maybe more than Rs. 75,000 crore is now a serious worry since more get added each year with painfully slow completion. The production units of Indian Railway loco works at Chittaranjan, Varanasi, coach units at Chennai and Kapurthala, wheel factory at Bengaluru can be made into international hubs supplying to railway system worldwide with more capital investment and new technology. But very little has been said on this. The minister had announced a possible corporatisation of Rail Coach Factory Kapurthala in the 2006-07 budget. What progress has been done in this direction?

Budget 2007-08 had spoken of pre-feasibility studies for high speed train corridors which do not find any mention this year. I hope the idea has not been abandoned as such links will bring economic development around important cities as it has taken place in other countries. But the Railway Minister has demonstrated lack of vision. I fail to understand the logic of growth rate of 8% by the Railways when the entire economy is growing at a rate of 8.5% to 9%. The cash surplus figures, which I have stated earlier in just bunkum. If the Railways has a cash surplus of Rs. 25000 crore then what was the need for seeking budgetary support from the Union Finance Ministry? What one should understand is how much is the quantum of investible surplus.

There are a lot of anomalies when one goes into the details of this year's Railway Budget. The freight loading may be taken as an example. The freight loading target of 850 million tonnes is marginally less than the 8 percent growth rate target of 858 million tonnes projected for the Ninth Plan by the Railways. How can one say there is progress?

Similarly an adhoc provision of Rs. 5000 crore for expenditure arising from anticipated recommendations of the Sixth Pay Commission would appear to be less than the 30 percent increase experienced at the time of implementation of the Fifth Pay Commission recommendation. It can only be hoped that this figure will not be wide of the mark. The allotment of only Rs. 600 crore for bridges, as compared to Rs. 700 crore for Road over Bridge/Road under Bridges seem inadequate when one takes into consideration that a large number of bridges even now require attention, being more

than 100 years old and particularly considering the increased axle loads being permitted or proposed to be introduced. Higher levels of Overloading are taking place now. I am sure the Government is aware about the Railway study made recently on the South Eastern sector which has revealed that the extent of overloading has gone up significantly after the axle load was increased to 22.9 tonnes from 20.32 tonnes. We are all aware that South Eastern Railway deals primarily with iron ore traffic. Earlier, that is, before 2005, wagons were overloaded to the extent of 24-25 tonnes per axle most of the time. However, in 2006 and 2007, when Railways allowed higher levels (22.9 tonnes) of axle load, wagons were over loaded at 28-29 tonnes and even 30 tonnes per axle at times. Excess loads damages the rail tracks and wheels resulting in faster wear and tear. For Railways, which uses the same tracks to such passenger trains this has emerged as a major concern as damaged rails could even result in accidents if not detected on time, apart from higher maintenance costs.

In the past four years, Indian Railways transported an additional 233 million tonnes of originating freight traffic and in the next four years, it proposes to handle an additional 310 mt. How it is going to be achieved? It is not clear from the Budget for 2008-09. What has been presented in the Budget are some sign posts; not a clear road map. The freight traffic growth of the Railways has been steadily dwindling. For the past few years, the Railways has been transporting on an average an additional 60 mt every year. The fallout of it is that the Railways continue to lose its market share to other modes of transportation. Nothing substantial has been done to meet this challenge.

I now come to another unpleasant issue. There was no crying demand for bringing the fares down, certainly not from those who travelled AC First, AC Sleeper or AC Chair Car. They would not have minded if the Railway Minister had maintained the status quo for they choose the higher classes of their own volition, only after making sure that they can afford it. The fare reduction of those classes are not also such as to attract significantly more passengers. Similarly, the tinkering with freight reduction too will have only a marginal effect on prices, if at all. There is no specific assurance in the Budget speech that so many new trains will not cause serious traffic congestion and affect the quality and regularity of track maintenance and that they will not compromise safety consideration. New passenger trains also eat into the time and space for movement of goods train which are not

only the chief bread winner of the system but also keep the sinew's of the economy strong. Any operational decision that slows them down will have a cascading effect in the sense of pulling down the volume and velocity of transactions in all resorts. For these reasons, the Traffic wing of the Railway Board had always been opposed to excessive number of new passenger trains.

This year Fifty-three new trains have been announced on a saturated system, without making provision to improve the infrastructure. Speed of trains is the other aspect which needs deliberation. On a high-density network, accounting for nearly one-third of the country's total rail network of 66,000 km, the coverage speed of passenger train is 55 km and goods train 20 km. Even Rajdhani and Shatabdi Express run at an average speed of 75 km. The Fastest passenger train is Shatabdi Express between Bhopal and Kanpur with an average speed of 140 km. Isn't this well below the speed of fast trains the Railway Minister vowed to introduce after visiting countries where such trains operate? There are some unanswered questions even today. Why is the average turnaround time of wagons are still so high despite slashing of the free time and like in demurrage? Why are more diesel locomotives proposed to be acquired despite the announcement to go for electrification of more routes?

It is good to know that issues such as port connectivity and elbowing of lines will receive a good deal of attention. But then one couldn't be sure of the outcome of such an initiative if the issue is left of Rail Vikas Nigam Ltd. to handle. There are instances where the port connectivity and doubling projects have made little progress because RVNL is not convinced of their viability. The real problems facing the Railways are an acute congestion on certain busy freight routes and chronic shortage of locomotives. These problems have not been addressed in the Budget.

Railway Minister proposes to upgrade infrastructure at an estimated investment of Rs. 75,000 crore in the next seven years. Where is the money going to come from? If the Railways wants bigger private participation, it will perhaps have to take a re-look at its present public-private partnership model. Correct policies to attract private investments are needed. Sadly, the Rail Budget lacks such policy initiatives. What has happened to the dedicated rail freight corridor? We have been hearing about this corridor for the past three years. Prime Minister had laid the foundation stone for this project way back in September/October 2006 in Mumbai and Ludhiana. Has

a single brick been laid so far? We have been hearing about the plans to convert New Delhi Station into a world-class station. But nothing has been done so far to execute this project. If this pace of work continues, can we expect the work to be completed before the Commonwealth Games?

Railway Minister has made a number of announcements relating to new trains, lowering the train fare etc. On a careful study, one finds that a number of New trains can only ply after around 7 to 8 years because tracks are not there and in many places gauge conversion is necessary, which may take years. I will give one example which is very glaring. It is announcement of running a new passenger train from Hajipur to Phulberia. This Phulberia is a wellknown place because of the Railway Minister. But a passenger train can only ply after new track is laid. Can it be done in the ensuing financial year? Will this passenger train ply in 2008-09? I leave it to your wisdom. Similarly there are a dozen of new trains that are announced by Railway Minister which can ply only after tracks are converted from Narrow gauge to Broad Gauge.

Next is the most interesting part relating to lowering the passenger fare. A general impression amongst the public is that henceforward train fare will become cheaper. But is it so? This fare reduction has come with certain conditions. It is applicable only on Sleeper Class, AC Chair Car and 3 Tier where the reduction will be 2 percent provided the passengers travel in the newly designed high capacity compartments. I tried to find out what are these high capacity compartments. Today, normal Sleeper Class compartments have 72 Berths, the high capacity will have 84. AC 3 Tier has 64 and it will be enhanced to 72. AC chair car has 67 and it will increase to 102. Railways Minister has announced that new compartments are being manufactured. Those which have been sent for repair, will also come, he has said. But from close quarters of Rail Bhawan, it is learnt that, at present only 225 newly designed high capacity compartments are available. It will take not less than 7 to 8 years to convert all compartments to high capacity. Should we believe that the passengers have to wait till then?

The other announcement is relating to reduction of ticket-fare in some "popular" trains during peak hour. There are nearly 1600 Mail and Express trains plying in our country out of which 400 are considered, "Popular", I do not know in what category. It is very cumbersome to

[Shri B. Mahtab]

implement this, no doubt, but the general impression has been created through the Budget speech that train fare has been slashed though it is seasonal. Very strange are the ways of the Railways Minister. Strange indeed!

At this juncture I must raise certain issues for the consideration of the Railway Minister. It relates to Freedom Fighters. Since 70s, Freedom Fighters are provided with free rail travel pass for which Ministry of Home Affairs had deposited the money. The number of Freedom Fighters are quite less today in comparison to that of 70s or 80s. I have been appealing time and again that the restriction of travel in Super Fast Trains like Shatabdi, Jana Shatabdi and Rajdhani should go. They are old and infirm and very few of them actually travel. Why can't you provide them a little comfort. They don't seek priority in reservation. Allow them these superfast train travel only when vacancy is available.

I take this opportunity to reiterate again that for the speedy development of infrastructure in Orissa, Indian Railways should provide a package which includes allocation of funds for ongoing projects, sanction of new lines, introduction of new trains, extension and increase in frequency of mail/express trains, and improve passenger amenities. There is an urgent need to complete Daitary-Banspani BG rail link and introduce coaching services in this sector. Rail link construction work between Bhawanipatna to Junagarh should start immediately. There is a demand to extend Naupada-Gunupur BG rail link to Thiruvalli which would enable increase in cargo generation at Gopalpur port. Two projects, such as Khurda Road-Bolangir and Haridaspur-Paradeep proposed rail link is progressing at a very slow pace. In these new rail lines the rate of return is high, yet I fail to understand why Railway is not allocating funds for completion of these two projects in a time bound manner.

The survey report of Talcher-Gopalpur Broad gauge rail-link is before the Ministry which has indicated a favourable rate of return. The recent thrust of industrialisation in Orissa with setting up of Steel, Power and Aluminium Plants would require a dedicated railway link between Talcher to Gopalpur for export and import of raw materials and finished products. However, I must thank Railway Minister for starting 4 new trains and increasing the frequency of Rajdhani Express. The new train connecting Allahabad to Sambalpur was a long pending demand which has been adhered to. I would urge upon

the Minister to consider starting a new Express train from Paradeep to Mumbai which would connect the east-coast to the western shores of our country. In this Budget, attempt has been made to recognise the problem of unmanned level crossing and congestion at busy level crossing which needs Road over bridge. Two such Road overbridges are essential in and around Cuttack now. One at Gopalpur and another at Kapilash Road-Tangi. Necessary steps may be taken to include these two projects in this year's Budget.

As large parts of Orissa are being developed by East Coast Zone, the functioning of this Zone is of great interest to us. It was after long fight that this zone was created. Our impression was that it would be full fledged by now in its 10 years of existence. But that is not so. I will give you instances. In 2007-08, Sambalpur-Titlagarh and Titlagarh-Raipur Doubling project was listed. Asian Development Bank was supposed to finance this Rs. 1680 crore project. Last year provision of Rs. 10 crore was made. The technical survey and detailed estimate was done by East Coast Railway and after that tender was floated. The area comes under East Coast Railway Zone. But Railway Vikash Nigam didn't entrust these job to the project implementation unit of East Coast Railways but has given one to Kolkata and another to Bilashpur Project implementation unit. Why this has been done? There has been cost escalation of high order. Almost double the amount of the project cost. Will the Minister look into it? Also appraise us the reason why the jobs were taken away from East Coast Zone.

Before I conclude, I must say that Railway Minister's performance as the Railway Minister in the past five years has been impressive in the sense that he presented five budgets in a row, all surpluses and has succeeded in projecting Indian Railways as one of the high performers. But would it not also be in order to have a performance assessment of how many of the promises made in the earlier Budgets have actually been delivered upon. What needs to be remembered is that, despite impressive strides in recent years on the financial and safety fronts, when compared to major world railways, the Indian Railways has a very long way to go in terms of quality of service and productivity. There are tremendous challenges to be overcome. Therefore, there is no room for complacency or misplaced munificence.

MR. CHAIRMAN: Now Shri Brahmananda Panda.

[Translation]

\*SHRI BRAHMANANDA PANDA (Jagatsinghpur): Hon'ble Speaker Sir, I thank you for giving me this opportunity to speak on the Railway Budget of 2008-2009. The Railway Budget is like a milestone in the progress of a nation. It's a reflection on the unity, integrity and diversity of our huge country. Railway is the unifying force in this country.

This House has witnessed discussions regarding the welfare of our population, especially of the deprived sections like the labourers, the farmers and the working class. Everybody cutting across party lines expresses sympathy, but sometimes it works to be a mere lip service.

Sir, India is a land of diversity with many languages, religions, castes and creeds. I come from the holy land of Lord Jagannath, who is a symbol of secularism. He had a devotee named Salabega who was a Muslim and a devotee named 'Dasia' who was from the Dalit community. In this context sir, when I rise to speak my heartbeats for my people. Whenever any national leader visits my State, they all highlight the poverty, destitution and deprivation of my people. Orissa is in famous as a backward, poverty-stricken State.

In the recent past Orissa has had some distinguished visitors like Mr. Sharad Pawar etc. Now Mr. Rahul Gandhi is on a tour to Orissa. He has expressed his anguish after witnessing the deprived state of Orissa's poor in general and Scheduled Caste and Scheduled Tribe community in particular. The sincerity of their sympathy is doubtful.

Sir, you are a leader of the proletariats and you stand for the interest of the proletariat so. Hence, I believe you will sympathise with me and allow me to point out the flaws in the Railway Budget. Sir, as far as safety and security of the passengers are concerned, very little has been done in this regard. A Railway passenger is subjected to loot, dacoity, accident as well as terrorism. A person travelling by train is unsure of reaching his destination. Hon'ble Railway Minister is speaking of modernization. But he must provide a secured environment for railway passengers. I congratulate him for his steps which are taken to extend facilities to women and senior citizens. I also hope that he will look at Orissa with a benevolent eye. Orissa is a backward State but not a

poor State. It is a beautiful land filled with natural resources, minerals, forests and has a long coast line of 480 Kms. Visitors to Orissa get spellbound by seeing the beauty of this land. That is why our Chief Minister has written a letter to the Hon'ble Railway Minister to pay attention to the demands of Orissa, so that the Railway map of Orissa will change. Orissa is now a favourite destination of industrial groups like POSCO, Arcelor Mittal and Vedanta etc. Orissa needs to make giant strides to catch up with other States. Hence development of Railway infrastructure with Port Connectivity is very vital to the progress of Orissa.

[English]

MR. CHAIRMAN: Hon. Member, please conclude now.

SHRI BRAHMANANDA PANDA: Sir, you must give me a considerable amount of time. ... (*Interruptions*)

MR. CHAIRMAN: That is what I have told you. Or, somebody else may have to come here; I cannot be here.

SHRI BRAHMANANDA PANDA: In that case, I am not going to speak anything.

MR. CHAIRMAN: Please conclude.

SHRI BRAHMANANDA PANDA : Mr. Chairman, Sir, you must allow me a considerable amount of time to speak.

MR. CHAIRMAN: You can give the remaining portion of your speech, in writing. You may write any number of pages, and place it on the Table; it will be taken as recorded.

SHRI BRAHMANANDA PANDA: Sir, this is not fair. When I am here to speak about my State, I should be allowed to speak.

MR. CHAIRMAN: Whatever idea you have about the Railways, you may write an essay or even a book; you may place it on the Table; and it would be considered as recorded. Please understand that we have time constraint.

SHRI BRAHMANANDA PANDA: Then, why these people are allowed to speak in the House. ... (*Interruptions*) That is why Orissa has become a backward State. I am here to speak about my State of Orissa. ... (*Interruptions*)

\*English translation of the speech originally delivered in Oriya.

MR. CHAIRMAN: Even in the evening you would not be here, but I will have to be here till midnight.

You may continue your speech. Try to conclude as early as possible.

[Translation]

\*SHRI BRAHMANANDA PANDA: Sir, there are many projects which have been sanctioned by the Central Government but work is yet to start. There are some projects which remain unfinished due to dearth of funds. With a sufficient financial allocation the work can be completed. The Langigarh and Junagarh railway line needs to be completed. Members of the House Committee of Orissa Legislative Assembly and Chief Minister had met Hon'ble Railway Minister regarding this division.

Likewise there is the Khurda road and Bolangir railway line which remains pending from a long time. This is a tribal dominated area. The people remain backward due to regional imbalance and negligence by the Central Government. They remain cut off from the mainstream. That is why 'Naxalism' is on the rise here. Repeatedly we have demanded in this august House that the Khurda-Bolangir Railway Project work should be speeded up but in vain. The Central Government is unnecessarily delaying the release of fund. Similarly we have many on going projects like the Haridaspur-Paradeep railway line, Angul-Duburi railway line, Sukinda-Talcher-Bimlagarh line, Rupsa-Bangiriposi and Nuapada-Gunupur railway line etc. which await allocation of funds. People of these areas are now indulging in Naxalism and Maoism etc. There are also some railway projects where doubling and electrification of railway line are very essential like Daitari-Banspani railway line, Talcher-Sambalpur, Haridaspur-Paradeep railway line Koraput-Rayagada, Sambalpur-Talcher etc. There are many projects which awaits survey. We draw the attention of the Railway Minister to ensure an early survey. Further, the second line for Khurda-Puri requires adequate allocation for which work may be expedited.

We demand introduction of new trains from Bhubaneswar to Koraput, from Jeypur to Malkangiri, from Bargarh-Nuapada, Berhampur, Phulbhani to Puri etc.

Sir, the Konark temple is a world famous architectural marvel. Gurudev Ravindra Nath Tagore had admired the poetic skill of Oriyas in Konark temple. This beautiful

\*\*English translation of this part of the speech originally delivered in Oriya laid on the Table.

place will attract more tourists if well-connected by Railway. Sir Phulbani is a district of tribals. Even after 60 years of independence the people of this area remain untouched by Railway. They have neither seen a train nor a railway track. It is a very sad commentary on the state of affairs today. Thus, Puri-Konark be connected with rail.

Sir, I would like to draw the attention of the Railway Minister to introduce some new super fast trains which will connect Orissa to New Delhi. In Orissa there are trains without pantry-car facility for example the Heerakhand Exp, which runs between Bhubaneswar and Koraput. Tribal districts of Orissa should be well-connected to New Delhi.

Now I will speak about my own constituency, Jagatsinghpur which houses the famous Paradeep port. It's a milestone in our nation's economic progress. It is the deepest natural port in the east coast. Paradeep port earns revenue for the country. However, the full potential of this port is not being properly exploited because the second railway bridge over river Mahanadi has not been completed yet. Again Sir, my constituency houses the shrine of Goddess Maa Sarala who is compared to Mata Valshno Devi. But the place has no railway connectivity and hence tourists face difficulty. The trains which ply between Paradeep to Bhubaneswar may be further extended to Puri with a stoppage at this place of pilgrimage. Sir we have been demanding for a long time that Rajdhani Express should ply between Bhubaneswar and New Delhi on a daily basis. That has not happened. Sir, I would like to draw you attention to Junagarh-Ambaguda railway line and Kantabanji-Jeypur railway line which should be laid via Khariar and Nawarangpur. Further 2807/2808 trains to be operated daily. Sir these areas have predominantly tribal population. Laying down of railway lines will integrate them to the mainstream. Our Chief Minister Shri Naveen Patnaik dreams of a economically strong, vibrant and progressive Orissa. His dreams can only be fulfilled if the Central Government and the Ministry of Railways in particular lends a helping hand. Funds should be provided to expedite the on-going projects. The financial aid should come in a time-bound manner so that the projects can see the light of the day. Sir I would conclude with a poem which was recited by Gopabandhu Das which describing the beauty of lake Chilika...

'Oh' train do stop here for a moment,  
I want to enjoy the scenic beauty,  
Rare, unimaginable, unique and unparallel.

Sir, I thank you for allowing me to speak on the Railway Budget.

Jai Jagannath.\*

DR. RAMESHWAR ORAON (Lohardaga): Mr. Chairman, Sir, first of all, I would like to thank hon. Prime Minister and Smt. Sonia Gandhiji, under whose able leadership and guidance the UPA Government is being run. After this I would like to thank Shri Lalu Prasadji for presenting such a good Rail Budget.

Mr. Chairman, Sir, three years back when Shri Lalu Prasad ji was reading out the Rail Budget, he had quoted a couplet —“Kaun Kehta hai aasma mei chhed nahi ho sakta, tabiyat se ek pathar to uchhallo yaroo”. It is not an exaggeration to say that during the last four years Indian Railways has been completely transformed. Railways has given a new direction, a new thinking to the public sector undertakings of the country as to how these public sector undertakings which were running into losses could earn profits.

Mr. Chairman, Sir, hon. Railway Minister has increased railway facilities for the passengers thereby making their journey tension free. Online coach indication, display board and online train arrival departure information boards are a few positive steps in this direction.

Mr. Chairman, Sir, I would like to draw the attention of hon. Minister of Railways towards certain problems being faced by the passengers. Today when I was coming to Delhi from Ranchi, I came to know that all the trains running via Kanpur to Aligarh are running late. When I asked about the reason for the delay. I was told that due to fog the trains were running late. It is the month of March now, but during the months of December, January and February the passengers genuinely have to face a lot of problems due to fog. It is a matter of happiness, as I have, read in the newspaper, that the railways is developing some technique so that trains could be run even when fog is there saving passengers from inconvenience. Railways connects the entire country from all the directions like North, South, East, West and brings people of all the States together.

Sir, there are certain forests and hilly regions in North-East, Jharkhand, Chhattisgarh, Orissa, Madhya Pradesh etc. where there is no railway line even today. People in those areas have never seen a train. I would like to request hon. Minister to expand the rail network in such

backward and far-flung areas where tribal and backward people are living.

Sir, a lot of progress has been made by the railways from the point of view of profit, facilities and security but still there is one general complaint against the Railways. As Madam Sumitra Mahajanji was telling, the projects taken up by the railways are delayed a lot in their completion. The reason behind this is that there is no priority fixed for them and also there is no fixed time limit for the completion of such projects. If railways starts a project, the small children become grown up and those who are young at that time become old but the railway project does not get completed. The Railway Ministry will have to bring about a change in its approach. It has to be ensured that whatever project is taken up that should be taken up on priority basis and a certain time limit should be fixed for its completion. When all the works are being completed in the country under specific planning then the Railways should also complete all its ongoing projects on time.

[English]

MR. CHAIRMAN: The next Speaker is Shri Prabodh Panda. Hon. Member, you can lay your speech on the Table of the House.

... (Interruptions)

[Translation]

DR. RAMESHWAR ORAON: Sir, I have just started. I would like to suggest the Railway Ministry to constitute a Committee of experts of the Planning Commission, Railway Ministry and Economists and this Committee should see as to how funds could be arranged so that all the pending and ongoing schemes could be completed. There are a number of railway projects which are of social and economic importance in the country, but these could not be launched due to low rate of return. Now the rate of return has been kept at 14 percent. Due to this a number of schemes do not get implemented. This is the main reason as to why after independence there has been very less expansion of railways. Approximately only 11 thousand kilometers of railway has been laid since 1951. This expansion is very less. China has gone ahead of us. I would like to urge that there should be expansion of railways. Funds should be mobilized for this purpose. Public-Private Enterprises partnership should be encouraged for this.

[Dr. Rameshwar Oraon]

Sir, I shall take only one more minute to speak. The mine owners or industry owners in mining areas and industrial areas should be asked to construct the railway lines in their areas under the supervision of railways. This will help in the fast expansion of railways. Till now there was a competition between rail and road journey but in future the competition between rail and air journey is going to increase further. Now you can see that a large number of flights are being introduced from the States and also from major cities of the country. People are opting for air travel instead of rail travel. Therefore, it is necessary to modernize the railways and improve facilities there.

[English]

MR. CHAIRMAN: Hon. Member, please take your seat.

DR. RAMESHWAR ORAON: Sir, I will just read out my demands. ... (Interruptions).

MR. CHAIRMAN: Please take your seat. ... (Interruptions)

[Translation]

DR. RAMESHWAR ORAON: Sir, attention should be paid towards the projects lying pending in Jharkhand and they must be completed within a fixed time schedule. The survey for laying a railway line between Lohardagga-Tundla-Raurkela has been completed. Funds should be provided for starting the work on this project. Lohardagga-Tauri rail line which is under construction should be completed within the fixed time schedule so that the distance between Ranchi and Delhi could be reduced. ... (Interruptions)

[English]

MR. CHAIRMAN: The reading material in your hand can be placed on the Table of the House.

... (Interruptions)

[Translation]

DR. RAMESHWAR ORAON: Doubling of Ranchi-Lohardaga railway line should be carried out. Quota of recruitment of sports persons should also be increased in the Railway. ... (Interruptions)

[English]

MR. CHAIRMAN: Hon. Members do not listen to the Chair in spite of repeated requests made from the Chair about laying the speech on the Table of the House.

... (Interruptions)

[Translation]

DR. RAMESHWAR ORAON: Ranchi-Delhi Railway Express should be run daily. ... (Interruptions)

[English]

MR. CHAIRMAN: Hon. Member, you can place it on the Table of the House.

... (Interruptions)

[Translation]

DR. RAMESHWAR ORAON: Sir, I would like to thank you for giving me time to speak.

[English]

MR. CHAIRMAN: We will have to conclude it before midnight.

... (Interruptions)

SHRI PRABODH PANDA (Midnapore): At the very outset, I must express my reservation about the discussion on the items listed in the List of Business.

MR. CHAIRMAN: You are the only speaker from your Party, so you can take eleven minutes.

SHRI PRABODH PANDA: Items listed at Sl. Nos. 13 to 18 have been clubbed together. It is a matter of injustice that item No. 18, which is a very important one, has been clubbed with other items. It should have been discussed separately, but it has been clubbed with other items. Since I have got the right to speak on that subject as the mover of the Resolution, I shall speak then and, therefore, at this point I am not going into that. I will be speaking now only on the Railway Budget.

On that date, when the hon. Railway Minister presented the Railway Budget, he presented a very rosy picture of the Indian Railways. I broadly support this

Railway Budget. He claimed that he has elevated the status of the Indian Railways from a loss-making undertaking to a profit-making undertaking, and it is very good. I heard his speech in my constituency, Kharagpur. He said that he elevated the Indian Railways status like a magician. It is said that magic is nothing but talk and tricks. It is nothing but full of tricks and talk. What was the talk that we heard and what were the tricks? Let me speak something about his tricks.

Now, the privatization process is going on. So far, I know particularly that the hon. Minister and his Party are against indiscriminate privatization. However, different activities of Railways are getting privatized day by day. Catering system has already been privatized and the contracts have gone to *crorepatis* or millionaires and not to the ordinary folks or people. Maintenance activity, even station management, has been privatized.

Coming to the Railway Workshops, nothing has been said about it in this Railway Budget. In my constituency, Kharagpur, there is a big Railway Workshop, but there is no security, facilities or amenities for the employees there. The lady employees do not even have separate toilets; security problem is there. A few months back, two employees died in an accident. This is the situation now.

We have heard that one of the largest printing presses is going to be privatized. It was based on Rakesh Mohan Committee's observation and recommendation. The former Railway Minister has taken to the privatization path, and now Shri Lalu Prasad is following that path. The stakes in the largest public sector utility, the Indian Railways, are getting diluted. This is my charge and allegation against this Ministry.

Coming to other tricks, by only changing the category, that is, from Express to Super Express, they have earned Rs. 75 crore, but no extra amenities, no extra stoppages and no extra facilities have been provided to the passengers. By merely changing the category, they have increased the fares. They are talking about decreased ticket fares, but by merely changing the category from Express to Super Express, they have increased the ticket fares to that of the Super Express trains. This is the trick.

The other trick is something which is not stated in the Parliament. Many things are done by administrative steps. It is one of them - changing the category from Express Trains to Super Fast Trains.

I am coming to the cancellation charge. It is getting doubled. They have earned an income of Rs. 100 crore only by increasing the cancellation charge. Earlier advance booking could be made only up to 60 days. Now, it is made as 90 days. By this, they are going to earn more than Rs. 550 crore.

Another thing is on Tatkal facility. What is happening in Tatkal facility? They have done something by administrative step here also. This is the trick. Ten per cent of berths were kept for Tatkal bookings. Now, it is 30 per cent. Earlier Tatkal was for 24 hours. Now, it is extended to 120 hours. This is the trick. From Tatkal, 50 per cent would be cleared for wait-listed passengers. So, income will be increased by this. All these steps will put burden on the ordinary passengers. This is not expected from the Railway Ministry - at least from the Railway Ministry of the UPA Government.

Now, I am coming to the problems of the porters. It is very bad to say that they are coolies. Even the Minister, Shri Lalu Prasad Ji addressed them as coolies. They are not coolies, they are porters; call them by their names and do not call them coolies. They are talking about the facilities of the porters - they are going to recruit them and regularize them. But more than 40 per cent of them are over-aged. They are not in a position right now to get the railway jobs and that they would be regularized. They are over-aged. Even more than 20 per cent of them are illiterate; and they do not have even the primary education. This is the trick of the Railway Ministry and particularly the Railway Minister.

Now, I will come to the trains. Nothing is said about the suburban trains; nothing is said about the EMU coaches, the DMU coaches and about the MUMU coaches; no facilities have been given to the daily passengers. I am very much astonished to see that nothing has been allocated even for the on-going projects in the Railway Budget.

In the last Railway Budget, a second bridge was sanctioned on River Kosi, in my Constituency. But in this Budget, it is totally absent and nothing is mentioned. There are different on-going projects, but no allocation has been made for them. Most of the projects have been concentrated and located in Bihar. I am not against that and they should be upgraded. But this Minister is the Minister of Indian Railways. The Ministry should behave



[Shri Prabodh Panda]

in such a manner that the national character comes up and it is regulated. But this is absent. It is a very sad state of affairs.

I will talk about another thing. I happened to be a Member of the Consultative Committee on Railways. In the last Consultative Committee meeting, it was decided and promised by the Minister that Howrah Railway Station would be upgraded to that of international or global standards. It is quite surprising to me that in this Railway Budget there was no mention of it; and Patna has come in and Howrah has gone out. I am not against upgrading Patna Station, but why has Howrah been removed? Please incorporate it and try to elevate Howrah Station and make it on par with the international standards.

I now come to the doubling of lines. Shri Velu visited Kharagpur. More than 70 passenger trains, super fast trains and Rajdhani Express are plying there but no doubling has been done. A survey has already been done but there is no doubling of the line. So, I would request that from Kharagpur to Midnapore *via* Giri Maidan doubling should be done.

Coming to the Metro Rail, I would like to say that in Delhi the Metro Rail is being run, monitored and conducted by the Urban Development Department. Why the Kolkata Metro Rail is being run by the Metro Rail itself. If in Delhi it is being run by the Urban Development Department why not it be conducted by it in Kolkata and elsewhere? This is my demand.

There is no indication. ... *(Interruptions)*

MR. CHAIRMAN: Please complete your sentence and then conclude.

SHRI AJOY CHAKRABORTY (Basirhat): Sir, he is the only speaker from our Party. Please give him time to speak.

MR. CHAIRMAN: Your recommendation is not required. He has already taken 15 minutes.

SHRI PRABODH PANDA: Sir, you have given time to several speakers why I am being denied? I seek your favour in this regard.

Coming to the amenities to the employees, I would like to say that most of the workers are staying in quarters

but no construction work has been undertaken. The drainage system is in a very bad condition. ... *(Interruptions)* Even in General Budget there was some indication of the Sixth Pay Commission. But nothing is being mentioned about it in the Railway Budget. I do not know what would be the fate of the Railway employees after the presentation of the Sixth Pay Commission. Nothing is being said about it in the Railway Budget.

14.38 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

This is the first round of discussion. I do not know whether the Minister will respond to all the points made. I seek his intervention and hope that he will consider all these aspects. With these words I broadly support the Railway Budget and seek Railway Minister's intervention in this regard.

MR. DEPUTY SPEAKER: Before I call the next speaker I would like to say that I have a long list of 120 speakers with me. So, I would request the Members to speak only on their demands. Therefore, no one should speak for more than five minutes. That will be better and that will serve the purpose also. Otherwise, we will have to sit till tomorrow.

Secondly, I would also like to make a request that those hon. Members who wish to lay written speeches on the Table of the House they can do so.

I would now request Shri Rewati Raman Singh to look at the watch and speak only for five minutes.

*[Translation]*

SHRI REWATI RAMAN SINGH (Allahabad): Hon. Deputy Speaker Sir, you have passed an order as soon as you came. ... *(Interruptions)*

*[English]*

MR. DEPUTY SPEAKER: This is not for you only but for all the hon. Members.

*[Translation]*

SHRI REWATI RAMAN SINGH: What for is this House? This House is for debate. If the Government is in such a hurry then the Government should get the railway Budget passed without debate. Sitting till late night makes no sense. ... *(Interruptions)*

[English]

MR. DEPUTY SPEAKER: You are wasting your own time.

SHRI REWATI RAMAN SINGH: Let us sit till late night. This House has been sitting till late night. This is not for the first time that I am requesting you.

[Translation]

If you expect us to finish within one day, why do you allow us to speak; do not allow at all.

[English]

MR. DEPUTY SPEAKER: You are wasting your own time. What can I do?

... (Interruptions)

SHRI REWATI RAMAN SINGH: This is not correct.

[Translation]

Hon. Deputy Speaker, Sir, you have started speaking even before I could start. You have taken my time.

MR. DEPUTY SPEAKER: I have taken your time or you have wasted it. I am just helping you.

SHRI REWATI RAMAN SINGH: Sir, I extend my hearty congratulations to Shri Lalu Prasadji, the Minister of Railways. I am congratulating him because we have always seen the deficit Railway Budgets and the railways had to borrow from the General Budget. But since Lalu Prasad Ji has taken charge of the Railway Ministry, he has brought a revolutionary change. The railways had a profit of 20,000 crore rupees last year and this year the railways has a profit of 25,000 crores rupees and he deserves congratulations for this. He has executed several good works for the railways. He has given the railways a new direction. Today we can proudly say that the largest public sector organization of India has made a name for itself in the world. The economists from Harvard, London School of Economics and IIMs have come to Shri Lalu Prasadji and asked him as to what he has done for the wonderful turnaround in the railways.

Sir, though the railways is progressing. I would like to point out the other aspects to the hon. Railway Minister. He must be listening, Rathwaji is sitting here, he may note it. Though you notes down, those notes remain in your note-book only and no action is taken thereon. I would like to request the Minister of State in the Ministry

of Railways that if he notes down anything, he should inform the Members regarding the action likely to be taken or no action. There are two Ministers of State in the Ministry of Railways but even then the Members are not informed.

Sir, today the trains are the only means of travelling for the general public. A person prefers the railways for going anywhere provided he gets the required facilities. If you see the general coaches of the trains going to Punjab, Mumbai, Kolkata and other places from Bihar, you will find those coaches overcrowded. People do not get enough space for sitting in those coaches.

Sir, there should be such an arrangement that the general public for whom the UPA Government always speaks, also may get some facilities. Today, the general public is the most troubled lot. It would be better you increase the fare by two rupees but ensure that the facilities for the public are also increased. Even today a member of the public travels as an unfortunate man and he does not get even a seat. Few days ago I had gone to Balia from Delhi. I had taken Tinsukhia Superfast Express and the coaches were overcrowded as the people were standing even at the gates of the toilets. A big drum was kept in the toilet. I called the T.T.E. and asked him as to how this drum has been kept in the toilet. He told me that he did not know and any passenger might have put the drum there. I told him that he would not know if anybody plants a bomb as a big drum was put there. When he came to know that I was a Member of Parliament, he got that drum removed.

Hon. Rathwaji, look at the position of the railways all over the world, then compare the position of Indian railways to that and only then you will know where our railways stands. Despite all done, there is much scope for improvement in the railways. Korea and China are our neighbouring countries. I will tell you the names of other countries where the trains run at 350, 400 and 500 kilometres per hour.

Sir, I remember that in 1967 when the Rajdhani train was introduced, its speed was 130 kilometres per hour. But as a matter of fact even today the superfast trains run at a speed of only 45 to 50 kilometres per hour. You take superfast charge from the passengers but it is a gross injustice to them.

Any person paying the superfast charges expects to reach his destination earlier. But he reaches his destination

[Shri Rewati Raman Singh]

at a speed of 15-50 kilometres per hour. In America and Europe, the bullet trains run at a speed of 500 to 550 kilometres per hour. I had been to France. In France the trains run at 350 to 450 kilometres per hour.

I would like to tell the hon. Minister the names of a few trains. Shinkansen of Japan covers 552 kilometres in an hour. TGB of France runs at a speed of 515 kilometres per hour. Eurostar runs at a speed of 330 kilometres per hour. The speed of ICE of Germany is 330 kilometres per hour. Spanish Talgo runs at a speed of 350 kilometres per hour. I had spoken on railway Budget two years ago. I had made requests at that time also but I got no response. You know what a great convenience metro has been to the public. Whom are you competing with? You have been competing with aeroplanes. ... (Interruptions). Anyone, who can afford, wants to travel by train at a faster speed. Whenever we come from Lucknow or Allahabad, the trains are often late. The distance of Delhi from Gaziabad is only 25 kilometres but the mail train covers this distance in one and a half hour. We had seen multi-storeyed stations and railway lines in Japan, Malaysia and many other countries. Several trains were coming to the station at the same time from different directions. Why do you not make that kind of arrangement? If a train takes so much time in reaching Delhi from Gaziabad, how can that train be superfast. You should look into the reasons behind this. ... (Interruptions)

Please give me five minutes more. I shall conclude within five minutes. I am just giving my suggestions. The world has entered the 21st century. We are also living in the 21st century. We know that the rail tracks have not been upgraded for a long time. A stretch of 500 kilometres from Delhi to Allahabad on Delhi-Howrah route can be upgraded at one time and the other stretch from Allahabad to Howrah can be upgraded in second phase. If you do not have funds for the upgradation of the rail tracks, I request you to issue railway bonds for this purpose. By issuing bonds, upgrade 500 kilometres in a year and the total stretch to Howrah may be completed within two years. If the tracks to Mumbai, Tamilnadu are also upgraded similarly, it will be a revolution in the country and the railways will create a new name for itself.

I would like to make some points about my constituency because he is in a hurry. What kind of food is served in railways? Its standard is same as was fifty years ago. Cleanliness is not maintained, dusty food is served. Why it is not served in hot-cases? If one needs

breakfast, only omlet and breads are served from pantry car and no other items. Vada and idli should also be prepared and served. ... (Interruptions). Let me give suggestions. I am giving only suggestions. ... (Interruptions) and if you do not need I won't ... (Interruptions)

MR. DEPUTY SPEAKER: You have spoken for ten minutes.

... (Interruptions)

SHRI REWATI RAMAN SINGH: You realize it. If you don't realize what I say then you should say so. I want improvement in food being served. The food should be nutritious. The diet should be changed. See the shabby condition of toilets at stations. We are going to hold commonwealth games, see the toilets of stations around Delhi. The toilets are stinking, what impression the people who come to see the games, will have about it.

Sir, I would like to urge the hon. Ministers to kindly double the railway line between Rai Bareilly and Allahabad. Similarly, if Allahabad-Banaras line is also doubled it would facilitate several trains reach Delhi via Banaras, Allahabad and Lucknow on schedule.

Mr. Deputy Speaker, Sir, you have repeatedly asked me to conclude, therefore, I would make a mention of 2-3 more trains. Allahabad is an important city and it played a prominent role in our freedom. I have requested Shri Laluji many a times for starting a Shatabdi train from here. But he has not obliged so far. I again demand for a Shatabdi train from here, one train to Bangalore and one to Mumbai other than Mumbai Mail and also a fast train to Mumbai so that thousands of passengers from U.P., especially Allahabad could conveniently travel to Mumbai.

At the same time, I would like to say that, Chhapra is Laluji's home district. Let him start a train from Chhapra to Allahabad. People have been demanding that it should run via Balia. If he fulfils my demands, I would be highly grateful to him.

MR. DEPUTY SPEAKER: Shri Vijoy Krishnaji, conclude your speech in five minutes.

SHRI VIJOY KRISHNA (Barh): Mr. Deputy Speaker, Sir, you allot time to the Members. You may find out that adequate time is left for my party.

Mr. Deputy Speaker, Sir, Laluji has presented Railway Budget and he has been doing so for the last many years. Earlier, also it used to be presented. As Rewati Babu has said, used to expect something from General Budget, but this time Railway Budget has set an example before the for General Budget. A historical person has presented a historical Budget. And he has done so for last many years. The common man and the poor as well have been taken care of in this Budget. Railway is a base of cultural integrity of our country. Through this Budget, efforts have been made to expand the rail network in North-East, Jammu and Kashmir and other areas where it had no lines earlier. Some major steps have been taken in this Budget which were discussed here. The concession to senior women has been increased from 30 per cent to 50 per cent and free monthly season ticket for girl-students upto twelfth standard.

Sir, I would like to make a mention of historical decision of the hon. Minister about giving 50 per cent concession in tickets to AIDS patients. AIDS patients are very helpless and they have to fight odds so far as their social life is concerned so I would urge the hon. Minister and the House that their ticket should be made totally free. He has taken very good steps with regard to coolies, my some colleagues have called them porters. The coolies throughout the country have cheered this decision. Shri Vir Bhadra Yaji, a freedom fighter of my constituency, was, the president of freedom fighter's organization. He worked for solidarity of coolies and porters throughout the country. Though he is not alive today, but he left the memories of his struggle. I have been knowing Shri Laluji closely for the last 30-40 years. He has done a great job in favour of coolies.

The decision to allow Urdu as a medium for recruitment examination in railways reflects the ideology of UPA Government towards the minorities and the poor. This decision has helped those who had been waiting for it for long, especially Madrasa educated youths. Many other important decisions have been taken in this Budget. The decision of manning of unmanned railway level crossing is also a very good decision. If the State Governments also spend some funds on it this job can be proceeded further. It has been resolved to do so in this Budget. I welcome the decision of the Government for taking over Mokama based Bharat Wagon Factory,

Muzaffarpur based rail factory, an enterprise of Ministry of Heavy Industries. Thousands of employees of these factories were not being paid their salary. None of the previous railway Ministers, though a Member representing this area also was the Minister once, had the courage to take such a bold decision of taking over Bharat Wagon Factory. This decision saved 900 employees who were on the brink of starvation. I urge the hon. Minister to modernize rail wagon factories. The Minister has decided to modernize other rail coach factories, I would urge the hon. Minister to take up Mokama based factory also for modernization.

Sir, through you, I would like to draw attention of the hon. Minister to certain demands. Hundreds of acres of land and of railways, lying vacant in Gadhra in Bihar is being encroached upon. Gadhra yard is located in proximity of an industrial centre near Barauni. Railways is setting up large industries. The land of Gadhra yard should be utilized for this purpose, I demand for a third line between Patna, Kiul and Buxar as large number of daily passengers travel on this route. Often they board express train causing inconvenience to long distance passengers and as daily passengers find it difficult to reach their destination in time, they board express train. In view of excessive traffic load, I demand for laying of third line between Buxar and Patna. Barh, a proposed district and a historical place is headquarters of my parliamentary constituency. I demand for two ROB's in Barh, one near the Court and another near the city connecting national highway 30A, it would provide access to NH-31 and NH-30A and connectivity to several districts of Bihar like Patna and Nalanda.

Sir, you visited Patna Sahib yesterday. I welcome the proposal for modernization and extension of the Patna Station. Fatuha-Islampur railway line, which runs parallel to it, should be extended upto Bodhgaya. Hon. Minister has also given an assurance for it. With the construction of this link, the people of Fatuha will get connected with Bodhgaya which is a world famous historical site. Similarly, the goods godowns at Mokama also need to be extended. The work relating to maintenance and cleaning of trains was done there earlier but this work has now been shifted to Rajgir. Arrangements should be made for maintenance and cleaning of trains at Mokama also in addition to the arrangements already made at Rajgir. Many trains run from Patna which should be extended upto Mokama, particularly the Sampurna Kranti Express and

[Shri Vijoy Krishna]

Jansadharan Express should be run from Mokama and for this, maintenance arrangements should be made there. Barh and Fatuha stations should be upgraded to model stations. Praful Chaki a prominent leader of freedom struggle was involved in throwing bombs during the struggle on the Mujaffarpur incident Khudi Ram Bose was given death sentence.

15.00 hrs.

Perhaps you may also be aware that Praful Chaki, who was important freedom fighter, had achieved martyrdom at Mokama station. The people of Mokama have high hopes that a small piece of land should be allotted there so that his statue could be put up there. Hon. Railway Minister has also given assurance for this but there are legal problems. A statue of Bapuji has been installed recently. I demand that Praful Chaki's statue should be installed in Mokama.

The factory at Harnaud is a very important factory. It is being developed at a very slow pace. A new railway line was approved from Nyora to Bihar Sharif. Earlier, money was not provided for it but it has been allotted this time. But, the State Government and the district administration have not been able to acquire land. We are also trying to get this work done. I demand for early completion of this work in the Central Bihar.

I thank the hon. Railway Minister very much that he has presented a very good Railway Budget. With this, I conclude.

DR. LAXMINARAYAN PANDEY (Mandsaur): Mr. Deputy Speaker, Sir, we are discussing the Railway Budget for 2008-09. The Railways have definitely faced difficulties in discharging their responsibilities in view of the increasing population of the country and increase in the passenger load of the Railways. Before I start, I want to draw your attention to the critical remarks made and praise and opposition shown for the Railway Budget. Hon. Railway Minister has, in his budget, made announcements to introduce some new trains, lay new railway-lines and build new railway stations of international standards. But, I would like to tell the apprehensions of the economists as to how and from where the funds would be mobilised for all these works. One of the apprehensions expressed has been about the upgradation of the Railways which includes the railway tracks, signalling system and infrastructure for which billions of

rupees are proposed to be spent. But, even that will not be enough. The existing signalling system is a cause of concern and it results in insecurity due to which trains do not reach on time and many trains do not even start. Many a times accidents also occur.

Dedicated Freight Corridor of Railways has been discussed here quite a lot. It is being discussed since 2005 but instead of going forward, this scheme is going backwards. There are 300 railway schemes which have been stuck up for years. Promises were made for railway infrastructure but were not fulfilled. Similarly, the railway bridges are not in good condition and their maintenance is also not good. We make many announcements but these are not implemented which is very much necessary.

Some announcements were made in the last Railway Budget also. One of them was to upgrade some stations to model stations. But, it is not known how many stations have so far been developed as model strtion. Similarly, he had announced many new trains but as per my information not even 40% of such trains have been introduced. You are promising the world to the people only by making announcements which is not proper. You should also implement those announcements.

Long ago, Railways had proposed a uniform railway track system, uni gauge system throughout the country. This work is going on very slowly. Hon. Minister should tell as to why this work is going on at slow pace? The speed of railway traffic will increase and Railways will become more useful if this work is completed soon.

Without going into further details in this regard, I want to put some points before you in brief. Definitely, there is a need for improvement in the functioning of the Railways, like doubling of railway lines or electrification or changes in the coaches and wagons. If this work is completed in a time bound manner, then the Railway Budget would be truly praiseworthy. Otherwise, calling it a magic budget or miracle will not help.

People of Gujarat, Madhya Pradesh, Orissa and South India have said that they have not got any thing from this Railway Budget. In all, no region is satisfied. The whole country can not be satisfied just by catering to some particular regions. Discussion on Punjab also took place but I do not want to repeat it. I only want to ask whether we want to maintain a regional balance or not. If not, then the railway budget will lose its charm. I would like that you think from this point of view and work on it more efficiently.

What is the situation in trains today? Women are robbed and raped, passengers are thrown off the railway coaches. What are the security arrangements in trains? You should also see where you stand in this regard. You are increasing the number of coaches upto 25 but people fall down when the trains stop at stations as they have no facility to alight. Therefore, there is need to increase the infrastructure, like extension of platforms along with an increase in the number of coaches.

Will the Railway Minister draw a clear outline about what has been written by the Rajasthan Patrika from the Cleanliness and security point of view? Incidents of rape with women train passengers in Mumbai suburban trains, increasing incidents of theft, throwing out the passengers from moving trains are being reported in the Patrika. Even then, if we say that the rail budget is very good, then what could be said about it? In this regard, Jansatta has written as to why the incidents of rape, abduction, theft and throwing of passengers from moving trains are taking place? There is a need to think over these things seriously. Only then we can fulfil our social duty.

Now, I would like to say something about Madhya Pradesh. For Madhya Pradesh, only one or two trains have been introduced from here. At the time when hon. Minister of State in the Ministry of Railways visited Ratlam along with hon. Railway Minister, the work of gauge conversion between Ratlam and Neemach section had taken place and after which you had said that some new trains would be introduced from there but only two or three new trains have been introduced so far and there is a need to run some more trains. Hon. Rathwaji, you may consider it yourself that lakhs of people in the country and from abroad too visit the holy place of Jawar to offer their prayers and a stoppage was to be provided at this station but even after making an announcement from your side, no stoppage was provided over there. We feel sad when the announcements made by you are not translated into action even after six months, why you have been announcing schemes for self-praise and taking credit for the same. I would like to urge that a stoppage should be provided immediately over there and the number of trains between Ajmer and Ratlam should be increased so that we can have direct connectivity with Southern India.

At that time, it was publicly announced by you that gauge conversion between Ratlam to Akola will be completed very soon but how much funds he has

allocated for gauge conversion and how much time will be taken to complete the said work with the said funds? How the utility of this rail section be established as long as this is not extended further from Ratlam to Akola. There is a need to increase the amount of funds for the said rail section.

The meetings of ZRUCC and DRUCC do not take place on time. I would urge upon him to first discuss this issue with the representatives of that area before chalking out the time table so that it can be viewed from this point of view as to which train shall be suitable and if no attention is paid towards this, later on demand is made to change the Time-table.

Survey has been completed between Ujjain and Ramganj mandi but after that no work is taking place. There has been a demand for this line for last 10 years. What is the status of that demand? You have said that even the survey has not been carried out for the Badi-Sadhadi-Neemach route. I would request you to please consider this. I have been hearing about Indore-Dahod rail line since the last 25-30 years, ever since I came to the Parliament. Hon. Prime Minister had gone to Megh Nagar, Jhabua and made an announcement that a railway line would be laid there and Bhoomi Poojan was also done over there. This thing was going on for the last 30-35 years and it could have been completed by now but it was not done.

Similarly, there is a need to provide a halt for the trains running at present. Bhopal-Ratlam Intercity should be extended upto Chittor. Sathali-Jaipur-Kota-Shyamgarh passenger train should be extended upto Ratlam. For Indore-Jodhpur train should have stoppage at Suvasara. Jammu-Tawi superfast train should be given a stoppage at Shyamgarh. Indore-Nizamuddin Intercity should be provided a stoppage at Garoth station. One more train should be introduced between Indore-Ratlam-Chittor. Similarly, the Ajmer-Bandra train should be run for seven days instead of three days a week. The Ajmer-Bandra train should be run seven days a week instead of three days. The proposed train for Indore-Ajmer should be run via Ujjain-Nagada-Ratlam-Mandsaur-Neemach. Udaipur-Ajmer Chetak Express which was announced in the Rail budget should be extended upto Ratlam. Additional coaches should be attached to the trains being run on this section. A foot-over-bridge should be constructed at Jawara-Mandsaur railway line. With these words, I would like to lay the remaining speech on the Table of the House.

[Dr. Laxminarayan Pandey]

\*The proposed passenger train for Indore-Ajmer should be run via Ujjain-Nagada-Ratlam-Mandsaur-Neemach. The schedule for the trains should be chalked out in such a manner that the passengers can easily board connecting trains for further destinations. Expansion of sheds at the Jawara-Mandsaur platform should be done and three should be appropriate restroom facility.

Although there are several other public interest matters pertaining to railways but due to time constraint it is not possible to mention about all of them. I will present that demand separately and would also like to urge that timely disposal of various problems faced by the railway employees and their families is also necessary.

I hope that you will consider these things seriously.\*

SARDAR SUKHDEO SINGH LIBRA (Ropar): Mr. Deputy Speaker, Sir, I would like to thank the hon. Minister of Railways for having presented a surplus budget. In this regard, I would like to say that earning profit is a separate thing, what is important is to provide facilities to the people. There has been a demand for constitution of a committee but persons sitting in air-conditioned rooms backward will become members of this committee. My first suggestion is that each station should have a committee comprising members of local people and suggestions of the members should be forwarded to the Government then only the people will get better facilities. The Government has decided to construct a freight corridor from Kolkata to Ludhiana. The Government of Punjab has appealed, and I also demand that it may be extended upto Atari. If not upto Atari, it should be extended at least upto Amritsar, with this move we can strengthen our relations with Pakistan and it would be beneficial for Punjab and the country as whole.

Sir, railway works are executed at a very slow pace and consequently, many works remain incomplete. An under bridge is to be constructed in Govindgarh. The municipal committee has to bear its expenditure, whereas the Ministry says that it is not being constructed because of impending corridor and some times they say that its plan is yet to be approved. My submission is that the works meant for convenience of the public should be undertaken expeditiously. The work of inviting tenders for an over bridge at Khanna on Litheri-Chandigarh Road has been completed but further work has not been started so far. Therefore, my submission is that it should be expeditiously taken up.

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\*....\* This part of the Speech was laid on the Table.

Sir, I want one more facility in railways, majority of the railway stations were constructed about 50 years ago but their condition still remains same. The labourers from other States come to the station and they are a source of revenue for the railways, whereas, the railways have not provided any facility for them not even sheds. There is no shed to protect them from sunshine. Therefore, I urge for construction of sheds at each station.

Sir, I want to make a point about Ludhiana station. Sir, you as well as I board the train from Ludhiana station. There is a large park outside the station, but unfortunately it has no toilet. It puts the people at a great inconvenience. A toilet should be constructed there. Announcement regarding upgradation of Sirhind station and provision of border was made two years back. It was said that it would be developed as model station but no work has been done in this regard so far. There is a need to take up the said work. The work of ticket booking at Sirhind station was awarded to a private person, but the staff did not allow him to work there. He was being paid one rupee per ticket. The employees appealed to the Government to stop sale of tickets by private persons because it was harming their interest as they were making money under the table through sale of tickets. Therefore, there is a need to check this also.

Sir, CRPF harasses migrant labourers, even some times it loots them. There is a need to check them also.

Sir, my submission is that some work should be set aside for SCs and STs in railways. The big contractors are awarded entire work at the stations and they do not get any work. The Government should see to it that they also get some work there. Janata Food, which is available in Delhi, should also be made available in other cities like Ludhiana, Jalandhar and Amritsar so that people may get cheaper food.

Lastly, I would like to make one more submission. Many Members are yet to speak and I am a disciplined Member. You as well as I go to Delhi station. There was a VIP gate, which has been closed for long. When the reason is asked for its closure, no convincing reply is given. I think perhaps it has been closed for security reasons. We are also responsible for it. People known to us are granted entry therein, consequently it gets congested. I urge that this VIP gate should be reopened.

I along with the people of Sirhind have been demanding for the last 2-3 years for stoppage of two

trains namely Malwa Express and Shan-e-Punjab at Sirhind as there is no day train at present. Therefore, a stoppage of these two trains should be provided there immediately.

MR. DEPUTY SPEAKER: Where should the stoppage be provided?

SARDAR SUKHDEO SINGH LIBRA: At Sirhind, Sir.

\*SHRI JAYSINGRAO GAIKWAD PATIL (Beed): Mr. Deputy Speaker, Sir, I am grateful to you for having given me an opportunity to speak. Large number of facilities have been provided in this budget. Senior citizens, women, students all have been taken care of in this budget. Convenient regular trains have been announced. Assurance has been given to improve catering in railways. The profit of railways has surged to Rs. 25 thousand crore. Announcement regarding Class IV and Class III jobs to the porters etc. are some of the praiseworthy steps.

Sir, hon. Railway Minister has presented a very good budget to the nation but only a token provision of Rs. 10 crore has been made for Ahmedabad, Beed, Parli (W) rail line. It is very humiliating for the people of my constituency. By making such a meagre allocation the hon. Minister of Railways has crushed the sentiments of people of my constituency. The public is greatly anguished at it.

Sir, the demand for Ahmedabad-Beed-Parli (W) line is very old. The said rail line was announced in 1995-96 Budget and it was cleared in February, 1997. None of the Railway Ministers paid attention to it. From the year 1995-96 to 2008-09 a provision of approximately Rs. 103.75 crore has been made for the said line, whereas an expenditure of Rs. 16.06 crore has been made so far. Non-utilisation of remaining amount and its diversion is a matter of serious concern.

Sir, if the Ministry of Railways desired, the construction of godowns on new rail lines, staff quarters and construction of bridge could have been completed. Because of lack of will power of the Ministry and indecision of the hon. Minister the entire work has come to a halt and it is not progressing.

Sir, the cost of the said line has escalated during last 12 years. Its revised cost estimate is pending for approval in the Railway Ministry. The hon. Minister is not granting approval. The land of approximately 100 villages of Beed district has been acquired but the compensation has not been paid so far.

Sir, what is the reason behind no progress of work of the said railway line. The Ministry has not taken interest. Will the work go on at this speed?

Sir, often it is said that the said rail line will not be viable. Through you, I would like to ask the hon. Minister whether all the projects sanctioned for Bihar in this budget are economically viable? The fact is that they are not. Whether he has any enmity with my constituency or with Maharashtra? What kind of revenge it is? Laluji, you are the Railway Minister of India and not of Bihar. All Indians are contributing to railways' progress, not just Bihar.

Sir, all kind of efforts have been made for completing the Ahmednagar-Beed-Parli railway line. In October 2007, a month long protest took place in which nearly 5000 people from all religions, sects, groups, social organisations, farmers, youth, journalists and Aathra Paggad community people participated. On 28th October, when this agitation was called off, trains were stopped at Parli, Ghatanadur and Pangaon stations in which I was myself arrested by the Police and released in the evening. Nearly 850 workers got themselves arrested at these three stations.

Sir, what other kind of agitation is being expected by hon. Railway Minister and the Ministry? This line is being intentionally neglected by hon. Railway Minister and the Railway Ministry. They are acting arbitrarily. There is nobody to convince them. They are in a situation in which...

"Khud hi muddai, khud he mudailya,  
 Janab khud he judge, faisla dene wale."

Mr. Deputy Speaker, Sir, Railway Ministry has become private property of hon. Laluji. He can run a train anywhere without considering the fact that it might cause inconvenience to anybody. Hon. Railway Minister, Shri Laluji is doing injustice to us. He is playing with our emotions. He should at least show a little sensitivity towards the public sentiments. I would like to tell him that...

"Mat sataao garib ko, garib ro dega.  
 Gar Sunega Khuda, Jad se ukhad dega."

I would request hon. Railway Minister to at least have fear of God.



[Shri Jaysingrao Gaikwad Patil]

Sir, I would urge upon you to kindly instruct hon. Railway Minister to increase the proposed amount to be provided under the Rail Budget 2008-09 from Rs. 10 crore to Rs. 100 crore for the Ahmednagar-Beed-Parli railway line. The proposal regarding land must be given approval urgently. Not only this much, the proposed fund of Rs. 93.75 crore till date and the increased amount likely to be allocated today, both should be spent by March, 2009 and the time limit for completing this project should also be fixed. Along with this, a provision of Rs. 50 crore should be made for laying a railway line between Ghatnadur-Amabajogai. With this I conclude my speech.

[English]

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla):  
Mr. Deputy-Speaker, Sir, I rise to speak in support of the Railway Budget presented by Shri Lalu Prasad Yadavji, our hon. Railway Minister, on 26th February 2008 in this august House.

I must place on record deep appreciation for the spectacular achievement - which has been right in front of all of us - of 14 lakh Railway employees under the able leadership of Shri Lalu Prasad Yadav and his Ministers, Shri Naranbhai Rathwa ji and Shri R. Veluji.

Under the leadership of Dr. Manmohan Singhji, our hon. Prime Minister, and UPA Chairperson, Shrimati Sonia Gandhi, this is the fifth Rail Budget in the row in which there is no increase in the fares. On the contrary, fares have been reduced. He has created history by generating cash surplus of Rs. 25,000 crore, as against Rs. 20,000 crore which was there in the previous year. By managing his freight business, by keeping his far-sighted and innovative approach as his guiding principle, he has been able to achieve astonishing results. As a result, he has turned Railways into a unique mega enterprise by turning this organization into the profit-earning organization of the country. Not only the country but also the world has appreciated this.

Sir, this Budget is pro-poor. It is for the first time that porters who have been lugging the luggage of our passengers have a ray of hope of becoming Gangmen by filling thousands of vacant posts. Those Gangmen will be upgraded to work as Gatemen. This is really done, I think, keeping in mind the poorer sections of society, those poor people. He has been able to look after them. This is a remarkable step indeed.

I think it is a popular Budget because the students or youth, our senior citizens, lady senior citizens, our brave decorated awardees like Ashok Chakra, Param Vir Chakra, Mahavir Chakra, and AIDS affected persons have been included. Not only that, he has included Mother-Child Health Express also.

Sir, this innovative and popular Budget has many facilities for passengers like online booking, making Railway Enquiry Call Centre passenger friendly, online Indication Display Board, and most important I could see is provision of Green Toilets for the passenger. Introduction of Garib Raths have added to the passenger comfort for the "Aam Aadmi". New Stainless Steel Coaches in Mail and Express trains are being provided, which would act for all the comforts to make rail travel pleasant and comfortable.

The hon. Railway Minister has also said that it is going to be very secure and safe for us. I am grateful to the Railway Minister that he has included two projects for the State of Himachal Pradesh - Bhanupalli-Bilaspur-Beri and also the survey of Baddi-Barotiwala-Nangal. But I would like to submit here in this august House that somehow Himachal Pradesh, since Independence, has always been neglected in this regard. Our country is a country of diverse culture. The aim of the Railways is also to integrate the hilly backward zones and bring them together in the mainstream. I wish to emphasize here that the rail network for Jammu and Kashmir, Himachal Pradesh and Uttarakhand should be a very well integrated approach considering its geo-strategic location as also its hydro-electric and tourism potential along with horticulture, floriculture and agriculture market needs today.

Sir, we are thinking of Trans-Asian Railway by linking China in the East and Bulgaria in the West, and I am sure that the northern parts of our country may be given due importance.

Sir, I would like to make a few suggestions in respect of my constituency in particular. I would like to remind Lalu ji that during his tour to the State Capital of Himachal Pradesh, he was approached by a delegation from Paonta Sahib.

[Translation]

The way Anandpur Sahib in Punjab and Nanded in Maharashtra have been connected, Paonta Sahib should also be connected in a similar manner. This is not only

a pilgrimage, but it is a major pilgrimage route, which is used by a large number of devotees. According to an estimate, each year approximately 25 to 30 lakh passengers take this route for visiting Haridwar, Kedarnath, Badrinath and Hemkund Sahab. The people of Himachal Pradesh would be very grateful if this route is connected the way Anandpur Sahab and Nanded have been connected. Along with this, I would like to urge upon him to include this in the survey while making his speech. This is a humble request of mine and the people of Paonta will always remain indebted to him.

Sir, there is a need to connect the entire Shivalik region with railways. If Baddi in Kalamb, Barotiwala and Nangal regions are connected with railways then it will bring employment opportunities for the unemployed youth there and shall also promote the industrial sector. A lot of industries have been set up there but we do not have rail facility. Therefore, it is my request that it should be done. Other than this, I would like to make a demand for a new railway line from Parvanu to Daralaghat and Nangal area.

*[English]*

In my constituency, the Asia's biggest cement plant, Ambuja Cements Ltd. has come for quite some time. The recent entry is that of J.P. Group of Industries. This is a very important proposal.

*[Translation]*

You have gifted two things to Himachal Pradesh and I believe that you will also fulfil the two demands presented by us regarding our constituency.

*[English]*

People from Ambuja Cements Ltd., J.P. Industries and others can also put in their money out of their kitty, if they are approached. They are very keen. If the Railways go there, they will also be able to contribute for the opening of a new railway line and for bearing the cost of rail survey.

Finally, Sir, I would request the hon. Railway Minister to order implementation of already planned and approved projects. I would also request the hon. Railway Minister to institute Rail Board so that Bhanupalli-Bilaspur-Beri railway line is implemented at the fastest pace. If the Board of your own is constituted, it will be faster. As it is, Himachal Pradesh has already given some percentage and also extended cooperation in this project. This is my final request.

With these words, Sir, I once again support this Railway Budget which is very innovative, very pro-poor and forward looking, and, I think, this is one of the best budgets presented in recent years.

*[Translation]*

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Sir, I have very attentively listened to the Rail Budget presented by hon. Railway Minister and two-three poems that were read out by him during the budget gave an impression that he was patting his own back. When he was not satisfied with that, he went ahead and sought appreciation of hon. Prime Minister while he was giving a speech on President's Address.

Mr. Deputy Speaker, Sir, the Rail Budget presented by Hon. Railway Minister is completely a jugglery of figures. It is all a myth. Sethi ji is saying that there is no reality in this anywhere. If there was a surplus of Rs. 25 thousand crore then the same should have been mentioned in the rail budget speech as to how much investible surplus is there. How much money is he investing into that? Instead of that, he is asking for budgetary support from the Government and saying that there is a surplus of Rs. 25 thousand crores. This is a complete lack of vision on his part and this budget can be called directionless. If the national growth rate is at 8.5 to 9 percent then the growth rate of railways should be two percent higher than that. Whereas he is telling that the growth rate of railways is at 7.5 to 8 percent and then he is claiming that he is taking railways to new heights.

Mr. Deputy Speaker, Sir, I will not take much time. I would only want hon. Railway Minister to explain fact-wise, these seven-eight points which I am raising here. During his replies to rail budget speech. Then he would know as to what is the truth. Hon. Railway Minister has stated in his speech that payments of dividend were not being made during the tenure of NDA Government and that he has started it. I think he has not read the rail budget speech of the year 2001, 2002, 2003 and 2004 and has straight away given this speech. Payment of railway dividend was started from the year 2002 and each year the same has kept on increasing. The Finance Ministry at that time opposed it and advised the Railway Ministry not to disburse the dividend. But the Railway department ignored this advice and started paying dividend from the year 2002. You are saying that you are paying the dividend and taking the railways to new heights. I have relevant figures to show as to how much dividend was paid in respective year; I have also read the Rail Budget speech. I would not like to take the valuable time

[Shri Rajiv Ranjan Singh 'Lalan']

of the House and if you ask me I can lay the figures on the Table of the House. In the Rail Budget speech he has mentioned that he is going to reduce the train fares. He is going to reduce the train fares, when new coaches would be added in which the number of berths would be increased. We have heard the Chairman of Railway Board saying on television that these new bogies would be received by the year 2016. In that manner you are presenting the rail budget of the year 2016. He must be joking.

He is talking about passenger amenities but increasing the number of berths from 72 to 86 in a coach would adversely impact the passenger amenities, as there would be lesser space in the trains. Passenger amenities have been down graded, so by reducing the fare he has not obliged the people in any way. He has stated in his budget speech that new trains would be introduced but at several points he has mentioned that these would be introduced only after laying of new lines and undertaking gauge conversion. That means he is taking into account the gauge conversion to be done in the next 10 years. It is ridiculous. Railway Safety Fund of Rs. 17 thousand crore was constituted during the regime of NDA Government. He must clarify as to how much of this fund was spent during the tenure of NDA Government and thereafter. The credit for reduction in number of accidents goes to the Government of Atal Bihari Vajpayee as it was his Government that this fund with a corpus of seventeen thousand crores was constituted. It is not a result of better management of Railway Minister. He should not pat his back for the performance of someone else. In September-October, 2006, hon. Prime Minister had laid the foundation stone in Ludhiana under the dedicated freight corridor scheme. He must explain the value of work done under it. Besides, Bihar has been mentioned a lot. Defamatory statements have been given against Bihar that most of the schemes in the Budget have been given to it. He must explain as to how much funds have been sanctioned for each scheme. On paper he has shown allocation of 5 lakhs, 20 lakhs or 50 lakhs under various schemes. He should state the progress of the railway bridge on river Kosi started during the tenure of NDA Government. If he has courage and dedication for the development of Bihar, he must state the progress of this bridge.

Besides, there is a big jugglery of figures in the Budget. In January, he made the provision that the reservation can be availed 90 days in advance. The amount of reservation collected during February and March for the months of April, May and June has been shown as profit for current year. But this amount should

come under next year's profit. Reservations made for April is a profit for the year 2009-10 and should not be shown against current year's profit. He has taken this entire amount into the current budgetary figures and has shown a profit of Rs. 25 thousand crore. He must explain as to how much post retirement benefits are to be given out of this surplus amount of 25 thousand crores. How much is to be given for the retiring employees? He is trying to mislead the country with such a jugglery of figures. For 15 years he has disillusioned the Bihar and now misleading the entire country. Please do not do such acts, which may ruin the country's administration. I would, therefore, like that the hon. Minister while replying should clarify the 7-8 points, which I have raised so that people of the country may be apprised of it. Thank you for giving me an opportunity.

MR. DEPUTY SPEAKER: I would like to repeat my request that the hon. Members who want to submit their written speeches, can lay them on the Table of the House.

\*SHRI JIVABHAI A. PATEL (Mehsana): Mr. Deputy Speaker, Sir, the hon. Minister of Railways has presented a popular budget consecutively for the fifth time. It is an achievement. The budget seeks to provide concession to all sections of the society, however, only a few States would be benefited by them. My home State Gujarat has not been given anything substantial in this budget. Most of the railway lines of Western Railways passes through Gujarat but its zonal office has not been shifted to Gujarat till now. There is widespread resentment among the people of Gujarat due to this. I do not know why Gujarat is being discriminated against by Railways though the new railway lines started in Gujarat are earning profits. There are some old meter gauge lines were there is scope for work. These lines were earning profit after Independence and their upgradation would no doubt accrue benefits to the Railways as well people of Gujarat.

Salt is transported to other States from northern Gujarat but traders are suffering huge losses, as goods trains are not made available in time. Therefore, more goods trains should be made available from North Gujarat for the transportation of salt. 40 million tones of cargo is transported to Punjab, Haryana, Rajasthan and other States from Kandla port making optimum use of the railway routes through which it is transported. Therefore, a railway line between Ahmedabad, Udaipur, Chittorgarh and Delhi should be constructed for the speedy transportation of cargo. A railway line from Delhi to

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\*Speech was laid on the Table.

Udaipur has already been constructed. Besides, the conversion of meter gauge line between Ahmedabad and Udaipur into broad gauge would facilitate the transportation of cargo to North India's States. This would also increase the accessibility to tourist spots of northern Gujarat. This part of the Gujarat has a number of religious places for which people all over the country have great reverence.

There is a mention in this budget that now traders will get the facility to book items at their doorstep. Earlier traders were required to see the agents repeatedly along with their goods for booking at railway stations. They were facing many difficulties in getting the goods released. The decision taken by the hon. Minister of Railways to provide booking facility at the doorstep of traders is a big relief for them.

Often the trains get dirty during long journeys creating troubles for the passengers. Now the decision of on board cleaning of trains would provide a relief to the passengers. Besides, arrangements should be made to clean the stations as the uncleaned tracks create problems for the people.

A broad gauge line goes from my parliamentary constituency Mehsana to Ahmedabad but there is no meter gauge line between Taranga Hills and Ambaji which could be converted into broad gauge and merged into Ahmedabad-Mehsana line. Such a move would provide accessibility to various pilgrim centres and tourist spots of this area and would earn an additional income for railways. Moreover, the rural people inhabited between Taranga Hills and Ambaji would be able to use the modern railway facilities.

The pilgrim centre 'Kherabrahma' in my parliamentary constituency is famous all over the country. Lakhs of people from other States visit this centre and a large number of people have devotion for Ambaji also. However, there is no railway line between Ahmedabad and Ambaji via Kherabrahma which is being demanded for the last many decades. Therefore, through this House, I request the hon. Minister of Railways to include the proposal regarding new railway line between Ahmedabad, Kherabrahma and Ambaji in this budget. Similarly, there is no railway line between Harji and Radhanpur areas of my parliamentary constituency causing inconvenience to the people of these areas. Poor people are living here and the construction of this railway line can help in removing the backwardness of this area.

Freight rates for petroleum products have been reduced in this budget which would help in checking the price rise. Approx. 30-40% of the oil and gas is extracted from my parliamentary constituency Mehsana. It would be better if the Government implements the scheme to transport it to other parts of the country. For this purpose lines using state-of-the-art technology should be constructed.

With this, I express my gratitude to the Hon. Prime Minister and Shrimati Soniaji for contributing in making of a very good budget. Along with it, I request that its benefits should be extended to all States including Gujarat.

\*SHRI V.K. THUMMAR (Amreli): Sir, hon. Railway Minister has broken many records while presenting this budget and has presented a popular budget. The income from passengers has increased by 14% this year which is a record and history has been made by getting 21 per cent return on capital by making optimum use of the Railway property. A record profit of Rs. 25,000 crore has been earned by giving 2% to 5% concession in fares and an annual plan of Rs. 37,500 crore has been prepared for 2008-09 which is the highest so far and a record also. The target for the transportation of goods was 850 million tonnes was not only achieved but was surpassed thus creating a fresh record. Transportation charges have been reduced for petroleum products alongwith 2 to 5 per cent reduction in passenger fares. My parliamentary constituency Amreli falls in Saurashtra in Gujarat for which nothing has been given in this budget which is also a record. But, I feel very sorry for this record. What is the sin of the people of Saurashtra that they do not have a direct train service for Delhi and Mumbai even after 60 years and they have to change many trains for longer journeys which results in wastage of time and inconvenience to people.

All the States, and not just a few States, have contributed to the profit earned by the Railways today. The projects announced in the budget are for some States only and there is discrimination against Gujarat in this budget which is not proper from economic and social point of view. Some States are opposing this budget even though many concessions have been announced in it and the only reason for it is that those States have got nothing in this budget.

The railway line linking my parliamentary constituency Amreli is a metre-gauge line between Jetalsar and Dhasa from where many commercial activities are going on and

\*Speech was laid on the Table.

[Shri V.K. Thummar]

also the Pipavav port is also nearby and because of this it is necessary to convert this metre-gauge line into broad-gauge line. Many new trains can also be introduced from many parts of Saurashtra to other remote areas of the country after the conversion of this line into broad gauge. The people of Saurashtra will not get the facility of the modern railway services until this line is converted into broad gauge. I have requested the hon. Railway Minister many a time in this regard. Hon. Minister has told through the House that the survey work of this line has been completed but Planning Commission has put the condition that the work on this line would be started when the other lines of Gujarat are converted. This is injustice to the people of Saurashtra. I request, through the House, to the Government that this work should be started in this year itself.

The incumbent Railway Minister has earned a good name by bringing sweeping reforms in the Railway resulting of profit of crores of rupees by utilization of the extra land of the Railways. Many places in the country have old tracks and old trains ply there due to which they cannot be linked with other parts of the country. Even today, there are metre gauge lines in Saurashtra because of which there are no direct trains from there to other parts of the country. I request hon. Railway Minister that the railway development work in Saurashtra should be accorded priority.

The people of Sabarkudla Tehsil in my parliamentary constituency have to face a host of problems for making reservation due to the absence of a computerized railway reservation centre there. I, therefore, request the Government that a computerized reservation centre should be set up soon in Sabarkudla Tehsil in my parliamentary constituency Amreli so that the people can make railway reservation easily.

Last time, a train service had been started via Mahua Rajula and Dhola which has facilitated the people. But, Saurashtra is more connected with Surat and Ahmedabad and most people of Saurashtra and Amreli work in Surat and Ahmedabad and they are still deprived of this train service and they have to change many trains in order to use this train service. I will be better if a direct train is introduced from Mahua Rajula to Surat via Ahmedabad. Through you I would also request hon. Railway Minister that a general coach, a sleeper coach and a 3-AC coach should be added to the train to Mumbai from Bhavnagar coming from Dhola and Mahua Rajula. It will be better if a direct train service is provided to the people of Amreli for Mumbai, Delhi and Ahmedabad.

Everyone is using the Railways in the country today and the way trains have developed abroad is worth mentioning. There is a huge difference between the stations abroad and our stations. Most of our stations are dirty, lacking facilities with many of the stations not even having drinking water. There is lack of basic amenities at the railway stations and the upgradation and modernization work of the stations is not being done at the pace with which the number of passengers is growing. The simple reason for this is the neglect of the railway passengers by the Railways and the work on model stations as announced under the modernization and upgradation scheme not being done in a planned manner and neither any review of working of the officials is being carried out in this regard. A plan has been made to spend rupees 24,000 crore between 2005 to 2010. One year has already passed but even the Railways does not know as to how much of this amount has been spent.

This budget is unprecedented, better and a welfare budget in many ways which nobody could imagine. We were thinking that the fares will not rise. But, Shri Yadavji has not increased the fares continuously for the fifth time. He has rather reduced the fares which proves that the UPA Government is committed to provide relief to the common man under the guidance of Shrimati Sonia Gandhi. Rich and poor, all are happy with this budget. But, railway projects should be made and implemented for all the States and not for only a few States for achieving balanced development of the country.

[English]

\*SHRI D. NARBULA (Darjeeling): Sir, thank you very much for giving me the opportunity to speak on Rail Budget. I rise in support of this Bill.

First of all I congratulate the Hon'ble Rail Minister Shri Lalu Prasadji and his colleagues namely Hon'ble Shri R. Velu and Shri Naranbhai Rathwa Hon'ble Ministers for Railways for informing the House that the Cash surplus the Railways rose to Rs. 20,000 crores in 2007 and is expected to raise the cash surplus to Rs. 25,000 crores during the period 2007-08. Besides the financial performance this bill has also a proposal to offer economical, efficient and profitable transport to the masses. It has also a proposal to increase the length of passenger's trains by adding 3,000 additional coaches, which will add an additional earning of Rs. 2,000 crores.

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\*Speech was laid on the Table.

There is a proposal to terminate long queue of Ticket Counter at stations within two years. Passengers will be able to purchase Railway tickets at Home on their computers. The Janasadhan Tickets booking seva will be extended to the all Zonal Railways, which will help to provide employment to several unemployed youths besides facilitating easy availability of Railway Tickets.

There are several other proposals, which will bring great relief to the people of the country. The Hon'ble Minister has given special facilities to the students by giving free monthly season tickets. The girls students get free monthly season tickets upto graduation and boy students upto 12th standard will be provided with this facility of free monthly season tickets for 2nd Class, besides this, Senior Women citizens will have advantage of 50% concession in II classes. The Param Vir Chakra, Mahavir Chakra and Veer Chakra awardees are entitled to Card Passes in travelling in AC 3 tier along with one companion in all trains. But the Ashok Chakra awardees of Indian Arms Forces do not have the facility to travel on Rajdhani and Satabdi. Now this budget provides the facility of travelling in Rajdhani and Satabdi trains on Card Passes issued to Ashok Chakra awardees too.

Several posts of Constables and Inspectors are lying vacant. Hon'ble Minister has proposed to fill up 5,700 vacant posts of Constables and 993 vacant posts of Inspectors in RPF by May 2008. The Government has created 973 additional posts for which recruitment will be done next year.

Sir, Siliguri is the main city in northeast India. It is situated on the Border of North Eastern States, Bhutan, Nepal and Bangladesh. The New Jalpaiguri Station which is the most important Railway Station in this Region is situated only about 7 k.m. from Siliguri. I must thank the Hon'ble Railway Minister for providing fund for the construction of Flyover at Siliguri which connects Siliguri with New Jalpaiguri which helped to fulfil the long standing demand of the aggrieved people of Siliguri. More than one lac people use this flyover every day to go to the New Jalpaiguri Station. Similar over-bridge at Ghoshpukur-Phoolbari by pass road is a prime necessity at Nezbari railway station level crossing near Gualtoli in Siliguri Sub Division. Several Mail and Express trains pass through this route every day which create a great inconvenience to the people who use this bypass so one overbridge at the above place is the prime necessity of the area.

Considering the importance of New Jalpaiguri Railway Station it should be upgraded as a DRM Office. At present there is an office of ADRM. All infrastructures for the upgradation to DRM office already exist there. So I humbly submit that New Jalpaiguri Railway Station be upgraded as a DRM office.

Railway has spent huge amount for the renovation and upgradation of Siliguri Junction and inspite of this it has become an idle Station. The line between Aluabari Road and Siliguri Junction has been converted into Broad gauge, so Siliguri which is situated within the district of Darjeeling should be given due importance by originating the Darjeeling Mail 2344 down from Siliguri Junction instead of New Jalpaiguri and Darjeeling Mail 2343 up from Sealdah should be extended upto Siliguri Junction. The Sampark Kranti Express from Guwahati to New Delhi should be given a 10 minutes stoppage at Siliguri Junction. I have been requesting the Hon'le Railway Minister to change the name of Aluabari Road. It should be named as Islampur Railway Station instead of Aluabari Road and 5 minutes stoppage of Kanchanjunga Express should be made at Islampur.

The Darjeeling Himalayan Railway has been covered under World Heritage. The Hon'ble Minister has taken initiatives to improve the DHR. A Railway office for DHR has been constructed at Kurseong but this office is not started yet. So I request the Hon'le Railway Minister to start this office at an earliest. The Workshop of DHR established at Tindharia 125 years ago has been repaired and renovated but this renovation is not enough. This workshop, which has ample scope of improvement, should be upgraded. Many spare parts can be manufactured with low cost at this workshop at Tindharia. The upgradation of this workshop will help to generate employment facilities to the local people of the hill areas of Darjeeling and it will also help to produce these materials on less cost. I therefore humbly request to the Hon'le Minister to visit Tindharia workshop once so that measures can be taken up.

Darjeeling is famous for tourism. The people from different parts of the country as well as from abroad visit this place every year. During the season people face great inconvenience or having only one reservation counter at Darjeeling Railway Station, which remains open only from 8 a.m. to 2 p.m. So I appeal to the Hon'ble Minister to start two more computerized Reservation Counters at Darjeeling Railway Station and should remain open from 8 a.m. to 8 p.m everyday. Similar computerized reservation counters should be established at Kurseong also.

[Dr. D. Narbula]

There is a proposal to privatisation and closure of Railway Printing Press at Kurseong. The Indian Railways require a large volume of Printing Forms, Books and other stationeries in its daily functioning. To meet this requirement it has 16 in house printing presses scattered throughout India. The N.F. Railway Printing Press in Kurseong is amongst one of them, which feeds exclusively to the entire N.F. Railway Zone, which presently employs about 160 persons and allied staff. The apex policy and decision making body of the Railway i.e. the Railway Board is finalizing and all set to implement a detailed plan which is structured to lead to the untimely closure of all the printing presses including Kurseong within the next few years. The imminent closure of the Kurseong Press will have a detrimental effect much beyond press staff. I would like to urge upon Hon'ble Railway Minister to spare Kurseong Press as a special case.

There is a proposal to extend railway lines from Siliguri to Rongpo in Sikkim and has earmarked more than Rupees 500 crores for this project. Prior to 1950 there was Narrow-gauge line upto Geilkhola which was swept away by the disaster in 1950. I welcome this proposal, which will help a large number of people who will visit Sikkim when materialised.

Finally Sir, I would like to submit that the following Trains should be introduced :

- (1) A large number of Buddhist people of North Bengal, Sikkim, Bhutan and Nepal visit Budhgaya every year for pilgrimage. They face great difficulties for not having a direct Train to Gaya so I propose and request the Hon'ble Railway Minister to introduce a train between Siliguri and Gaya. This will help the people of low-income group to go to Budhgaya for pilgrimage.
- (2) One train from Siliguri Junction to Delhi via Kishanganj, Muzaffarpur, Samastipur and other interior places of Bihar should be introduced which will help the people of Bihar and North Bengal who have to depend on Bus services at present.
- (3) One Train from Siliguri Junction to Guwahati via Maalbazar and other parts of Doors areas should be introduced and finally.
- (4) Many people from North Bengal go to the South for Pilgrimage, for education purpose and

medical treatment - a train between Siliguri Junction/New Jalpaiguri to Chennai or Bangalore should be introduced.

I once again support the magnificent Bill for the year 2008-09 placed before the House by Hon'ble Railway Minister Shri Lalu Prasadji on 26.2.2008.

[Translation]

SHRI ILYAS AZMI (Shahabad): Mr. Deputy Speaker, Sir, I rise to support the railway budget. However, it does not mean that it is a very good railway budget. I am afraid that the UPA Government is also going to get infected with the feel good factor, of which the NDA Govt. had become a victim four years ago. I belong to a party which is known as the party of the poorest and dalits of the society. Since the railway fares have not been increased, I, therefore, support this budget. Rathwa Saheb has left but I also want to say that the Railways is not meant just for making money. It is not a firm of Tata's or Ambani's with the aim of minting money in every possible way. It has a social responsibility also. Money of the whole society has been invested in it. Railways is being turned into money minting machine today which is not something that can be welcomed. I want to ask Laluji, let him tell honestly what was the number of employees in the Railways few years ago? It means that only 13 lakh employees have been left today as compared to 19 lakh employees earlier. So, Railways is not supporting 6 lakh families now.

Mr. Deputy Speaker, Sir, I would like to talk about my constituency now. A survey was conducted in 1996-97 for laying a 67 km long railway line from Gola Gorannath to Shahjahanpur via Mohammi. The estimated cost thereof was Rs. 174 crores. The railways have a surplus fund of Rs. 25 thousand crores which is laying unutilized. Why does he not spend this money? Ten years have passed since the said survey was done. Not a month goes by when I do not send reminders to the Railway Minister or the Minister of State for Railways but every time they give me different replies. Sometimes it is said that the line would be a loss-making venture or that it would barely be able to make profit or that the proposal would be sent to the Planning Commission. However, the proposal has not been sent to the Planning Commission as yet. Now for the last two months I am being told that since the survey was conducted ten years ago; it has become obsolete; hence a new survey would have to be conducted. So I would like the hon. Railway Minister to at least announce that a new survey would be conducted.

Hon. Deputy Speaker, Sir, similarly there is the Lucknow-Sitapur-Lakhimpur Khiri-Bareilly metre gauge line, for the gauge conversion of which not only I but Shri Santosh Gangwar and Shri Atal Behari Vajpayee have sent representation a number of times. Two years ago an announcement was made that the survey for it had been conducted and the work was announced in the last year's budget. What is the use of an announcement when no work is actually undertaken? No mention of this railway line has been made in the current year's budget. Not a single paisa was spent during the last budget. This railway line passes through the most fertile region in Uttar Pradesh. It is also the most populous area. A person of my constituency will first have to go to Bareilly to undertake onward journey to Mumbai, Delhi or Kolkata. I would like to request the Railway Minister to keel his word since he announced the project in the previous railway budget and to get the work started through the supplementary rail budget.

Mr. Deputy Speaker, Sir, a small loopline passes through the Nepal border from Gonda Milyani in my constituency, Lakhimpur Khiri, and runs through Dudhwa National Park via Belraya-Paliakalan. A number of lions, elephants and other animals have been mowed down by trains on this line. I have written to the Uttar Pradesh Forest Department and the Central Forest Department to divert the rail track. There is a lot of land area adjacent to the National Park which has not been made use of for centuries. This proposal has been submitted to the Department of Railways. If this rail line is diverted along the Belraya-Siganhi-Majgahi-Balia route it will prove to be of enormous benefit for the people and the revenue of the railway department would also be augmented. This is a highly populous area and the said step would also help ameliorate the adverse effects on the National Park.

Sir, Godan Express runs from Chhapra the constituency of the Railway Minister, to Mumbai via Azamgarh. Azamgarh and Purvanchal have always been highly populous areas. This area has supplied labourers to the entire world. Many countries in the world are populated by the people of this region. Trinidad and Tobago, West Indies and Mauritius etc. have majority of them. Some Prime Ministers and Presidents of these countries originally belong to this region. There was a metre gauge line there earlier. Then it was converted to broad gauge with great difficulty and Godan Express train was started from here. I have been trying for the last two years. Rathwaji please listen. You have also given a reply to me. It travels 1500 kms. to Mumbai but there is no pantry car in the train. I have been informed in writing that pantry coaches are being manufactured and would

be attached to the train when they are ready. A train, Kaifiyat Express, which runs on a much shorter route from Azamgarh to Delhi which does not need a pantry has a pantry coach attached to it. On the other hand, pantry car has not yet been attached to a train which is an important train for the people of Azamgarh and more particularly Purvanchal. I would like to urge Rathwaji to get this demand fulfilled within a month's time. A two day's journey in a train which does not have a pantry car becomes a very unpleasant experience. People whose coaches are situated midway are able to buy eatables from the vendors at the platform but people who are in the coaches at either end of the train are not able to do so. Hence, this work should be completed at the earliest.

I have one more demand. Azamgarh is a densely populated area from where many people migrate to other places. People from here go to Dubai, Saudi Arab and Europe via Mumbai and Delhi. Mumbai has a large number of people from Azamgarh. Now that there is facility for running a new train from Azamgarh, you should start a train for Mumbai whether it terminates at VT, Shivaji Terminal or Lokmanya Tilak Terminal.

\*SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, I am laying my written speech regarding the Rail Budget on the Table with the hope that hon. Railway Minister would not only give it due consideration but also make all efforts to implement the suggestions. I belong to a State where most of the passengers are honest in the matter of buying tickets and very few passengers are found to be travelling without a ticket. But my State is neglected in every Railway budget. I would like to make certain suggestions which would not burden the Government with much expenditure and merely rescheduling the trains would do the trick.

1. The train which runs from Hoshiarpur to Jalandhar should be extended upto Amritsar.
2. The train from Hoshiarpur to Jalandhar should be extended upto Pathankot.
3. The train from Nangal to Saharanpur should be extended upto Haridwar because the rush of passengers is such that more than 25 buses run from Nangal to Haridwar on a daily basis.
4. The train from Jailon Doaba to Jalandhar should be extended upto Amritsar.



[Shri Avinash Rai Khanna]

5. One train should be run from Hoshiarpur to Haridwar. Similarly, a train should be run from Hoshiarpur to New Delhi.
6. Anandpur Sahib and Patna Sahib are two places of pilgrimage but no train runs between these two places. A railway track is already present, only a train needs to be started.
7. A Jan Shatabdi Express runs from Chandigarh to Delhi which starts from Chandigarh at around 10.30 a.m. If this train is started from Nangal at 8.00 in the morning it will benefit thousands of traders, employees and other people and it will also augment the revenue earnings because Himachal Pradesh adjoins Nangal and NFL factory and Bhakra dam are also situated there.
8. In view of the importance of Nangal station, a platform and a footbridge need to be built there.
9. Ropar railway station generates huge revenue generation for the railways because of the cement factories, thermal plants and tractor factories situated there. Hence, this railway station needs to be beautified and sheds, railway platforms and water coolers should be installed there.
10. The platforms at all the stations from Ropar to Nangal are very low and the passengers have to face a lot of difficulties in boarding and alighting from the trains. The level of these platforms needs to be raised.
11. Nawan Sehar Doaba and Ropar are the two very important districts in Punjab and situated close together. It would be very convenient for the people if both these districts are linked by rail.

The railways charge surcharge from the passengers. The Government has never disclosed as to how much funds have been collected as surcharge and where those funds have been spent. Similarly, the passengers are charged safety-charges but thousands of bridges are unsafe and travelling by trains is also very unsafe. The details of the expenditure out of these funds have never been presented in this House or made public. These details need to be presented properly in the House.

The passengers and their accompanying relatives who come to see them off have to face great deal of

inconvenience in buying platform tickets as the passengers have already booked their tickets but their relatives have to stand in long queues for platform tickets. Hence, there is a need to make such provision that the platform tickets may also be bought at the time of booking the tickets.

There is a provision that if any person boards the train in a hurry without ticket, he is charged the fare from the starting point to destination of the train and the same amount as fine which encourages corruption. If a passenger himself asks for a ticket from T.T. he should be charged the fare from the boarding station to his destination with a nominal fine.

Punjab has not been given any big project since UPA Government has come to power for the last four years. Hence, I request the Minister of Railways to give a major rail factory to Punjab.

I thank the Minister of Railways once again for giving an assurance regarding survey for new rail line from Hoshiarpur to Una. I request the hon. Minister to get this work started at the earliest.

\*SHRI MAHAVIR BHAGORA (Salumber): Sir, I rise today to participate in the discussion on railway budget 2008-09 and would like to thank the hon. Minister of Railways for making an announcement in the railway budget to run a train from Indore to Udaipur three days a week as against the demand of a new train from Udaipur to Indore. I request hon. Minister of Railways to run this train a daily basis.

Similarly, he has announced to reintroduce Delhi-Chetak Express from Udaipur to Delhi via Ajmer. I request him to run this train daily in place of three days a week. The hon. Minister makes the announcements but these are not implemented even after one year which leads to loss of public faith in the Government. The hon. Minister of Railways had announced gauge conversion from Udaipur to Ahmedabad in his last budget speech but the work has not started till date even after one year.

I would like to draw the attention of the hon. Minister of Railways to the following demands pertaining to the State of Rajasthan.

1. Linking of Jaisalmer to Nagaur and Bikaner to Falodi-Nagaur and Kolayat.
2. Linking of Bhiwandi to Delhi-Ahmedabad broad gauge line.

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\*Speech was laid on the Table.

3. Linking of Gangapur city to Dhaulpur and gauge conversion of Dhaulpur-Sarmathura line.
4. Extension of Dungarpur-Baanswada-Ratlam line to Nimbahed.
5. Jaisalmer—Sanu via Hameera.
6. Bhiwandi to Churu via Lahoru-Pilani-Madreja-Alsisar-Malsisar-Bisau.
7. Linking of Jaipur to Nathdwara via Karwa, Gangapur, Bhilwada, Baneda, Shahpur-Kekdi-Malpura, Diggi-Fagi-Sanganer Naya Tonk district headquarters by broad gauge line.
8. Laying of new rail line from Bilada to Bar and completion of gauge conversion from Pipad road to Bilada.
9. Jaisalmer to Barmer.
10. Ajmer to Medta road.
11. Anoopgarh to Khajuwala via Ramgarh is an important rail route but there is no announcement in the Budget speech except a one line reference.

I would like to remind the hon. Minister of Railways that he had given an assurance regarding gauge conversion of Udaipur-Ahmedabad rail line in response to the memorandums submitted by people's representatives, the representatives of different organizations and the public during his stay at Udaipur (Rajasthan). But except one rail line no announcement or provision has been made in the budget speech.

I would like to request him to get the work started at the earliest and provide relief to the public.

Why Ahmedabad-Udaipur line should be converted into broad gauge?

Main points:-

1. Udaipur is the divisional headquarters of tribal population.
2. Udaipur division is very rich in minerals like zinc, lead, soap stone, limestone, rock phosphate etc. and it produces 80 percent of total production of zinc and lead in the country.

3. Thousands of youth of Udaipur division are serving in different defence forces.
4. Thousands of labourers of Udaipur division are working in Ahmedabad (Gujarat) and Mumbai (Maharashtra) and other cities or regions.
5. Thousands of traders of Udaipur are carrying out business activities in various parts of the country.
6. Besides marble production (green, pink, white) there are huge resources of gold, silver and granite in Udaipur division.
7. Everyday thousands of tonnes of cement in cement factories and other minerals are loaded and transported. If it can be done by railways, it would be cheaper.

Hon. Minister of Railways has ignored the railway demands in Rajasthan State and completely ignored Udaipur division.

I request the Railway Minister to make announcement as well as provisions in the budget for the following new rail routes and gauge conversion.

1. Gauge conversion of Udaipur to Ahmedabad line from meter gauge into broad gauge.
2. Udaipur to Modasaho Ahmedabad alternate route via Tidi, Parshad, Rishabdev, Kherwada, Bichhiwada Ratanpur, Modasa.
3. Dungarpur to Abu road via Kherwada, Jhadol/ Som, Kotda, Swarupganj, Abu road.
4. Dungarpur to Ratlam via Sangwada Garhi, Partapur, Baanswada, Chhoti Sarvan via Ratlam.
5. Chittorgarh, Chhoti Sadri, Bari Sadri, Pratapgarh, Peepalkhoont, Ghatol, Baanswada, Sajjanganar, Kushalgarh via Dohad.
6. Delhi Sarai Rohilla to Porbandar Express.

The passengers and goods will always be available on these rail routes.

7. Jodhpur Sampark Kranti Express.
8. Stoppage of Dehradun Express at Bandikui Junction.

[English]

SHRIMATI YASHODHARA RAJE SCINDIA (Gwalior):  
Mr. Deputy-Speaker, Sir, I rise today to be a part of and participate in the Railway Budget discussion. I also thank you for giving me time for the same.

Nearly 90 per cent of the passenger traffic that we see today travel in the Unreserved Class and the Sleeper Class, and only 10 per cent is actually travelling by Executive Class or Higher Classes. Therefore, today, I would like to speak a little bit and touch on the point of Garib Rath. The hon. Minister has told us that there will be 10 new Garib Raths coming. If these Garib Raths are really for the common man; if they are really for the *Janata*; and if they are really for the last person that needs to be counted, then we need to keep down the fares for it also. How is he — if it is for the last man; if it is for the person who is Below Poverty Line (BPL); and if it is for a person who is poor — going to be able to afford a Rs. 500 ticket on a Garib Rath? Therefore, I would like to tell the hon. Minister, through you that this issue needs to be reconsidered and looked at.

He had also made an announcement that there would be 50 new trains this year. If he really wants to have that 90 per cent of passenger traffic — that travels through Unreserved Class and Sleeper Class — really travel properly, then Unreserved Class and Sleeper Class should be made available in at least 40 out of those 50 trains. If you ever look out of your compartment and look at this unreserved class and this sleeper class that may be on the opposite side of the platform, you see the way they travel. It is like travelling as cattle; even cattle travel better than that. It is like going through jail; it is like going through the cages. Sometimes, you feel so bad that you are travelling by a particular class, and you have this 90 per cent of people travelling in this particularly sad way. How will women be able to travel like this? How will old women, particularly the older generation, be able to travel like this? That is something that needs to be looked at again.

The hon. Minister talked about the freight corridor. The freight corridor has already taken two years to be put in the planning stage. I am told that it will happen only after another seven years, which means a good nine years to go. At the same time, if you look at last year's Budget, he has talked about the high-speed corridors. If this freight corridor is going to be taking at

least nine to ten years to come into fruition, then, at the same time, parallelly, we should have these high-speed corridors also to come about. It has been forgotten about completely, and not a single bit of mention is there in the hon. Minister's speech. I would suggest to the Minister that at the same time the freight corridor comes about, the high-speed corridor should also come about. Why do I mention this? They say that there is a criterion by which they want to join the cities that fall within a distance of 300 kilometres to 350 kilometres. Therefore, the routes like Delhi-Chandigarh, Delhi-Jaipur, Delhi-Agra, Delhi-Kanpur, Delhi-Bhopal, Chennai-Bangalore-Mysore are ripe for the picking. They say that the cities in these routes fall within the distance of 300 kilometres to 350 kilometres. Besides every city that it touches, which are the second-tier and three-tier cities which will be joined? They will be economical, though they are backward right now. We are always looking at either Chennai, Delhi or Mumbai as the cities that need to be connected. I would like to inform the hon. Minister that if he joins these cities with the highspeed corridor, then the second tier and the third tier cities will also benefit economically from this.

Why I am touching on this freight corridor topic is because there is a crucial corridor that has still not been studied. It is, they say, still in the study phase. It is about the Delhi-Chennai freight corridor. This should include Gwalior also because Delhi-Chennai is a straight run and Gwalior does come in the middle. I would ask the hon. Railway Minister to please include Gwalior in that Delhi-Chennai freight corridor.

The whole world is looking at India right now, and India is looking always at a "Look East" Policy. In this "Look East" Policy, we are talking about South East Asian countries; we are talking about Southern China. When we are looking at port connectivity for the rail to go to the port, why can we not at the same time look at connecting all our trains to South East Asia and to South China? It will help in cargo and in so many different things economically. While we are still looking at our infrastructure of the internal India, we should also look at outside infrastructure. The Railways, as the hon. Minister said, is making a lot of money. A lot of internal accruals are helping him do infrastructure development. At the same time, if India has become the global power or it is on the verge of becoming, this is the time then to also join our rail to South East Asia and South China because South China, they say, is the great economic power right now.

When we talking about the Indian Railways and how it is playing an increasingly important role in world railway affairs, I would like to commend the Department for one thing and that is the decision that they have taken to establish an International Railway Strategic Management Institute. This is the only Institute of its kind and it will train managers of railways from all over the world. I would like to commend them about that.

I would like to also talk about the security of the Railways.

We have the largest security force of the railways in the world, 64,000 personnel, which is the equivalent of one person per kilometre of track. Nowhere will you find this kind of ratio of one person per kilometre. In addition, the Railways has 3,000 GRP personnel. Still the crime rate is high. Still we hear of rape. Still we hear of chain-pulling. Still we hear of people getting thrown out. What is the problem when you have 64,000 personnel and another 3,000 GRP personnel with you? We need to modernise this force. We may have all those personnel to man security but if we do not modernise that security force, if we do not give them enough walkie-talkies and give them training of security – send them abroad or do whatever but given them some security training – nothing will come about in regard to looking after the women, the children and the poor people who travel by these trains.

Small arms must be given to them and not the bulky guns. You have this old *baba aadam ke zamane ka* gun which itself weighs 50 kilograms. By the time the security person goes after the thief carrying his heavy gun the man is gone. So, give him small arms. Give him arms so that he can run after the thief and catch him. Give them more CCTVs. Give them more dog squads. Dog squads are very useful. You go to airports, you go to train stations abroad and you find dog squads everywhere. They are the ones who really catch the thieves properly.

We are talking about accidents and railway safety. All the time safety is being talked about. We have reached a plateau where the safety is coming to about 200 to 230 per year of accidents. Rs. 17,000 crore were put in by the Railways during the first push in railway safety. That is the reason why this plateau has come about where you have about 200 accidents. Now is the time for a secondary push to be made. If that secondary push is made, maybe of another ten to fifteen thousand crores, you will find better safety.

I would also like to touch upon an article I read in a paper the other day. It was a business paper. I am sure the Left party colleagues who are with me today, my *vaam panthi sadasya*, will not have any objection to this. That was an interesting article. It was about the China Railway Construction Company. China Railway Construction Company has gone in for an IPO. This IPO has been oversubscribed 250 times which is something that is unheard of. If China Railway Construction Company can go in for an IPO that can be so beautifully oversubscribed, why cannot our Indian Railways also go for an IPO? They will never need to worry about any money coming in from the Budget. They will be substantially increasing their budget by that IPO. Plus, the *janata* will have a chance of being a part of the Railways. This is the suggestion I would make that I would hope the hon. Minister will note down and take care of.

The other issue I would like to touch upon is carbon credits. We are talking about greening Railways all the time. But, unfortunately, last year's carbon credits they could not handle properly. Therefore, they were not able to get the money that they should have got for these carbon credits. This year I hope that it will not happen. This year I hope your *yojanas* are in place where you can exchange these carbon credits for money because this will be the first Railways in the world that will be able to get money back for its carbon credits.

I would like to thank the hon. Minister, since I am a sportswoman first and then a politician, and say that the history of the sports initiative that the Railways have done has been highly commendable. In fact, I would suggest that they take over the Sports Authority of India as they are doing a far better job. They are doing a far better job of looking after sports than any other person or any other *sanshta* is. They look after athletics, hockey, weightlifting, and they are winning medals everywhere. So, I would hope that hon. Lalu Prasadji continues to give more money and look out more for the sports people.

I would like to come to my Madhya Pradesh.

MR. DEPUTY SPEAKER: Please conclude.

SHRIMATI YASHODHARA RAJE SCINDIA: Give me five minutes, Sir. This is my first speech. You have to encourage us, Sir.

[Shrimati Yashodhara Raje Scindia]

My hon. Sumitra Mahajan ji has talked about the infrastructure and as to how Madhya Pradesh has been left out of many things that the Railway Minister has given in his Budget. I will touch upon only a few and the balance speech would then be laid on the Table.

I would like to say that while my brother, hon. Madhavrao Scindia was the Railway Minister, he had put together a *yojana* - Guna-Etawah line. Unfortunately he has gone. Since 2001 - this was before his time when he was the Railway Minister - and now we are in 2008, yet the Bhind-Etawah section is yet not been done. I would ask the Railway Minister to please hurry up this line so that we would all take benefit of it.

I would like to say about Taj Express which goes all the way to Jhansi. In this section, there is a small Sonagiri Station, which is a very

[Translation]

historical station and quite ancient religious place of Jains. In view of it, I would earnestly urge the hon. Minister of Railways to provide a two minutes stoppage of Taj Express at Sonagiri Station after Dabra railway station. If it is provided, it will bring laurels for the railways. The followers of Jainism will for Railways' prosperity.

Sir, Gwalior is a historical and a very big station, whereas, it has not been renovated so far. The hon. Minister has identified 50 stations across the country for upgrading to world class stations. I urge the hon. Minister to include Gwalior railway station in that list.

Sir, at the same time, I demand for a stoppage of Rajdhani Express at Gwalior railway station. Presently, no Rajdhani train stops at Gwalior. All south bound Rajdhani trains run via Gwalior but none of these trains have been provided a stoppage here, I would like to remind the hon. Minister that when I met him he said that you are like my daughter. If he considers me as his daughter then I would request my father-like Railway Minister to concede my demand and provide stoppage of one Rajdhani Express at Gwalior.

Sir, I would not take much time. Indian Railways carry 6.2 billion passengers and the population of the world is 6.00 billion, whereas Indian railways carry 6.2 billion passengers. It means no system in the world can compete with the service provided by our railways.

In the end I would like to say,

if we want to be a nation of tomorrow, and if we want to be the leaders of tomorrow, then we need to take the steps today. I take this opportunity to thank you very much for giving me the opportunity. Thank you, once again, Sir.

[Translation]

\*Sir, Gwalior station is pinning for facilities. It should be included in the list of stations proposed to be upgraded as world class station. Gwalior is not only a divisional headquarters, but also city of historical heritages. Being close to NCR, it is emerging as an important tourist and commercial centre of Central India. It is an important central point between Delhi and Bhopal. It is located on Delhi-Chennai main railway line. From tourism point of view, several world fame tourist places, such as Surya Mandir, Gwalior Fort, Scindia School, Statue of Maharani Laxmibai, Tombs of great musician Tansen and Gaus Mohammad, Gujri Mahal, Jai Vilas Mahal Museum are there in Gwalior. Large number of foreign as well as domestic tourists come to Gwalior to see these important places. Therefore, it is imperative to bring Gwalior on world railway map and it should be upgraded to the level of world class station.

Gwalior-Jaipur intercity should be extended upto Ajmer. Around two-and-a-half lakh muslims live in Gwalior-Chambal division. Every year, they visit majar of Baba Khwaja Garib Nawaj at Ajmer. In absence of a direct train, they have to board another train resulting in loss of their precious time and money. Therefore, Gwalior-Jaipur intercity should be extended upto Ajmer so that lakhs of devotees may conveniently reach Ajmer Sharief to pay obelance.

A train should be started between Gwalior and Mumbai. A new express train should be started between Gwalior-Mumbai via Shivpuri-Guna-Maksi-Ujjain-Ratlam-Baroda-Surat as at present local passengers either have go to Mathura or they go to Bhopal and then change the train for going to Baroda-Surat. Introduction of the said train will benefit traders and industrialists of this entire area and at the same time railways will also earn adequate revenue. For the last 90 years only two trains have been plying between Gwalior and Mumbai which are Amritsar-Dadar Express and Ferozpur-CST. Since, it

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\*... \*This part of the Speech was laid on the Table.

is a shorter route between Gwalior-Mumbai, therefore, it would save enough time.

Sheopur should be connected with broad gauge. Sheopur Kalan being predominantly tribal area, depends more on agriculture. The common men and the businessmen of Gwalior have been demanding for long that the railway line in this district should be converted into broad gauge, whereas, the Ministry of Railways has not taken any concrete step in this regard. On the other hand, Kota city, adjoining Sheopur district is a famous broad gauge railway junction. Sawai Madhopur is 55 kms away from district headquarters Sheopur Kalan. Sawai Madhopur is a big broad gauge railway junction located on Rajasthan Border. Connecting Sheopur to Sawai Madhopur will surely accelerate development of this area. Therefore, Sheopur Kalan should immediately be provided connectivity of broad gauge so that long outstanding demand of the people of this region is fulfilled.

Guna-Etawah project should be completed expeditiously. The pace of work on Bhind-Etawah section under Guna-Etawah project should be sped up. With the untiring efforts of former Minister of Railways, Shri Madhavrao Scindia the work on Guna-Etawah project was started two decades ago but in the absence of strong will power and also adequate funds the work could only be completed from Guna to Bhind so far. The progress of work on Bhind-Etawah section of 21 years old Guna-Etawah project is very slow. My submission is that adequate funds should be allocated for expeditious completion of the said project so that the people of Malwa and Gwalior-Etawah region are benefited.

A Jan Shatabdi train should be started between Gwalior-New Delhi, especially in view of increasing traffic load on this route. Several Central and State Government offices are located there and strategically also Gwalior is an important city. Therefore, it is necessary to have a better traffic coordination between these two cities. In view of increased trade and industrial activities there is heavy pressure of traffic on this line. In view of it, I earnestly request the hon. Minister to introduce a Jan Shatabdi Express between Gwalior and New Delhi as soon as possible and it should start from Gwalior at 6.00 AM and reach Delhi at 11.00 O'clock and in return journey, it should start at 6.00 PM from New Delhi and reach Gwalior at 11.00 PM.

A new train should be introduced between Gwalior and Bhopal. Bhopal is capital of M.P. and Gwalior is also a city where a number of Central and State Government offices are located. Therefore, everyday a large number of people from Gwalior region travel to Bhopal for personal as well as official purposes. Therefore, in view of it, a new train should be introduced between Gwalior and Bhopal. It should start at 5.00 AM from Gwalior and arrive Bhopal at 10.30 A.M. and for return journey in the evening it should start from Bhopal at 6.00 p.m. so that people can return to Gwalior the same day.

EMU Local service should be started on Jhansi-Gwalior-Agra route. In view of the industrial workers, office employees, traders, students commuting daily on Jhansi-Gwalior-Agra route and the increasing passenger pressure on trains an EMU service on Agra-Gwalior-Jhansi route must be started immediately so that daily commuters could be saved from facing problems while travelling.

Bangalore-Nizamuddin Rajdhani Express should be given stoppage at Gwalior. Bangalore-Nizamuddin Rajdhani Express 2429-2430 which runs from Hazrat Nizamuddin railway station passes through Gwalior railway station. But due to no stoppage of the aforesaid train at Gwalior the businessmen have to face a lot of problems. Many businessmen from Gwalior region have to travel to southern India. Besides being a historic city, Gwalior is also an important metropolitan city from strategic and tourism point of view. A large number of foreign tourists visit this place. Therefore, keeping the importance of the city in mind, I would urge him to provide stoppage of 2429-2430 Rajdhani Express train running from Nizamuddin to Bangalore so that the businessmen of Gwalior could be benefited from this.

Following trains should be provided stoppage at Gwalior stations: 2641-2642 Nizamuddin-Kanyakumari Express, 2649-2650, Nizamuddin-Yashvantpur Express, 2429-2430 Bangalore Rajdhani Express, 2437-2438 Sikandrabad-Nizamuddin-Sikandrabad Express, 2441-2442 Nizamuddin-Bilaspur-Nizamuddin Express.

The frequency of Ujjain Dehradun and Indore Dehradun Express should be increased. At present there are only two trains running from Gwalior to Haridwar and both these trains run only four days a week whereas a number of pilgrims visit Haridwar daily on the occasion of Poomima, Amavasya and for tonsure ceremony and other religious works but in the absence of train on three days in a week, a lot of problems are faced by the

[Shrimati Yashodhara Raje Scindia]

passengers of this region and they have to travel by bus as there is no other option available. Therefore, it is requested to you to kindly increase the number of days by one day each and make it 6 days a week for running the aforesaid trains so that the people of Gwalior region may have train availability for Haridwar on six days a week.

Jhansi-Lucknow Passenger train (1509-1510) should be extended upto Gwalior. At present 1509-1510 Passenger train is running on daily basis between Jhansi and Lucknow. Keeping the convenience of Gwalior passengers in mind this train may kindly be extended upto Gwalior so that it may be convenient for the passengers travelling from Gwalior to Kanpur and Lucknow.

Second AC coaches should be added to the Bhind-Indore Express (9320-9319) train. At present II AC coaches are not provided in the Bhind-Indore Express train (9320-9319) due to which the passengers have to face a lot of difficulties. Therefore, keeping the convenience of the passengers in mind II AC facility should be provided for the passengers travelling between Indore and Bhind.

The direct train from Ahmedabad to Agra Fort which has been discontinued, should be started again and the same should be extended upto Gwalior. In the past a train 5 up and 6 down used to run between Agra Fort and Ahmedabad and this train was also discontinued due to certain gauge conversion. This is one of the busiest routes which is used by innumerable passengers daily who travel to Pushkarji in Ajmer, a Hindu pilgrimage, Khwaja Saheb's Dargah is visited by muslim pilgrims, Nasiya at Soniji is visited by Jain community, people visit Jnanoday of Nareli and a number of people visit other tourist places like Agra etc. The aforesaid train should be started again and extended upto Gwalior so that the people of Gwalior region are able to utilize the facilities for travel to holy places falling on this route.

The Railway goods godown should be shifted to Rairu. Since last one year local district administration has put a ban on movement of trucks to and from the goods godown during day time due to which the transportation of goods has been affected badly and the railway goods loading system has collapsed. Keeping in view the practical difficulties being faced by the businessmen, the railway goods godown should be shifted to Rairu so that the loading of goods takes place smoothly without any

hindrance and the businessmen of the region could be saved from facing such practical problems.

A Sulabh Shauchalaya Complex should be constructed inside the Gwalior Railway Station premises. The demand for a sulabh complex at Gwalior railway station has been pending for the last 13 years. Wherever the people of Gwalior and the public representatives made a demand for the same, they got only assurances and as a result there is dirt and filth all over the premises at the railway station. At present Gwalior is a developing city. There is huge potential for tourism, industry, trade and business. Therefore, a Sulabh Complex should immediately be constructed in the station premises so that there is no litter all over, the place and a good impression is made upon the passengers who visit this place."

[English]

\*SHRI P.C. GADDIGOUDAR (Bagalkot): Hon'ble Speaker, in the Railway Budget 2008-09, Karnataka has been totally neglected by the Railway Ministry. We had presented a "Wish List" tabling the State's requirements, which included Bagalkot-Kudachi Line, Gulbarga-Bidar Line, Almati-Koppal Line, Hubli-Ankola line, Gadag-Solapur Gauge conversion, Gadag-Bagalkot Gauge Conversion etc. But none of these projects had been significant progress and the allocation have reckoned to be insufficient to make any major headway.

As far as 'allocations' are concerned there is nothing much to speak off. Among the new railway lines, the Gulbarga-Bidar Line (140 Kms) has been given Rs. 20 crores out of the required Rs. 184 crore estimated cost. So far about Rs. 80 crores has been spent on this Railway line. It requires Rs. 85 crores to complete this project. Only Rs. 5 crores has been given for the Munirabad-Mehboobnagar line as against a whopping Rs. 451 crores more required. Only Rs. 30 crores has been allocated on the 65 Km Kottur-Harihar Railway line. Still it requires Rs. 17.54 crores for completion.

The Indian Railways will spend Rs. 10 crores for the decade old Kadur-Chikkamagalore-Sakleshpur Railway line, which still requires 198 crores. For the Hassan-Bangalore project (Via Shravanabelagola) Rs. 55 crores has been given but is still requires Rs. 116 crores to be completed.

Funds allocated for the Hubli-Ankola, Bangalore-Satyamangalam and Rayadurga-Tumkur are too meager to mention.

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\*Speech was laid on the Table.

Another area is Gauge conversion projects, which are also neglected in the budget. They are—The Kolar-Chikkaballapur has been allocated Rs. 70 crores and only Rs. 9 crore more is required for its completion.

The Hospet-Guntakal line has been given Rs. 21 crores and it still requires Rs. 83 crores. The 300 Km Solapur-Hotgi (Gadag) line has been given a sum of Rs. 5 crore though it requires Rs. 43 crores for completion. The Rs. 608 crores Mysore-Chamarajnagar line has been allocated Rs. 20 crores as against Rs. 459 crores required.

The Kudachi-Bagalkot railway line, the long pending project which passes through my Parliamentary Constituency. It was started in 1894 during the regime of East India Company. This 110 Km railway line formally flagged off survey in the year 1993, by the then Railway Minister Shri Jaffer Sharief. Unfortunately, the survey did not find the project as commercially viable. This railway line is expected to provide fillip to the cement, mining and sugar industries, in Bagalkot and Belgaum district, besides linking the Sholapur-Gadag and Hubli-Mumbai line. It passes through the taluk headquarters of Mudkol and jamkhandi and few hovies.

Alternative Route: The Kudachi-Bagalkot line will also emerge as the nearest and alternative route for carrying iron ore from Bellary district and granites from Ilkal and surrounding places to the Mumbai port. It will decongest the Hospet-Mudgoan (NH) 12 and N.H. 218.

The latest survey had found the project viable in the wake of increased industrial and mining activities in the region. Nearly 15 sugar factories in Bagalkot region have been suffering due to lack of good rail connectivity. But the Railway Ministry seems to have ignored these facts.

I, therefore, appeal to the Hon'ble Railway Minister to consider all these crucial facts and take it up and complete this key railway line between Kudachi-Bagalkot. The entire economy of the Northern Karnataka region will get a big boost if this Railway line is completed.

*[Translation]*

\*SHRI M. APPADURAI (Tenkasi): Sir, I welcome the Union Railway Budget for the year 2008-2009 presented by our Hon'ble Railway Minister.

\*English translation of the speech originally delivered in Tamil laid on the Table.

At the outset I would like to express my thanks on my own behalf and on behalf of the people of my Tenkasi Constituency to both Shri Lalu and his colleague Shri Velu at the helm of affairs in Ministry for Railways.

Pothigai Express between Shencottah and Chennai has been made a Daily Train at our behest on your conceding to our long pending demand. We express our deep gratitude. I would like to request you to look into our another demand to complete at the earliest the gauge conversion work between Kollam and Shencottah.

I would like to repeat our demand to construct a road over bridge at Puliarai 'S' bending in NH 208. There is also an urgent need to speed up the construction of Tenkasi Railway over bridge. Tirunelveli-Ambasamudram-Tenkasi gauge conversion work may be expedited. Pothigai Express Train may be provided with an AC First Class Coach as Courtallam is a tourist destination.

The status of recognized Trade Unions may be accorded to Employee's Unions in the production units also. Through secret ballot this recognition may be given to Trade Unions in the production units like ICF, Perambur. Staff Council Members may be nominated from among the Trade Unions through proportional representation. The present method of elections to these posts have given rise to violent electioneering and partisan nominations and one upmanship leading to political interference and corrupt practices. Hence I urge upon the Minister of Railways to consider suitable modifications.

Common Seniority System being followed in Chennai ICF has given rise to several lacunae that come in the way of promotional opportunities to the industrial workers. A committee comprising of Trade Union representatives may be constituted to consider evolve modalities to effect changes in service matters.

In the name of environment protection, an attempt to close the Forging Unit in ICF, Chennai is on the anvil. This is a ploy to outsource the work. Instead steps must be taken to take pollution control measures and continue to keep the forging unit operational in ICF, Perambur itself.

At a time when the cost of building materials like steel and cement have increased manifold, the home loan given to railway employees is not enough. The House Building Advance paid to the Railway Employees is not adequate. Hence a liberal home loan disbursement should be there in the Railways extending atleast one hundred



[Shri M. Appadurai]

times the basic pay of the salary as advance and it must not be reduced. Free rail pass given to railway workers must be extended for a distance of 100 Kms.

Outsourcing of work must not be resorted to by the production units like Integrated Coach Factories of the Railways. There is a need to expand the ICF, Chennai as the area available now do not commensurate with the industrial activity there. Recently a situation arose to bring down the target number of coaches to be manufactured from 1450 to 1355 coaches. Insufficient supply of welding gas is the reason cited. This is because they have been relying on a single supply agency. Alternative arrangements should be in place so that production target is always met.

Salem, Tiruppur, Erode and Coimbatore have all become cities with Municipal Corporations. Introducing a daily passenger train between Salem and Coimbatore that would link all the four corporation cities would benefit workers, vendors, students and the public.

Chennai Egmore-Mangalore Express Train used to reach Erode at 7.40 AM everyday. This was of great use to about 5000 season ticket holders living in and around Karur and Erode to go to their work places in Tiruppur and Coimbatore daily. But without any forewarning the time schedule of this train has been changed and it reaches Erode at 9.30 AM. This causes great hardship to the commuters and no Railway Authority has come forward to redress their grievances. In the absence of a shuttle train at this hour to help season ticket holders to commute, Chennai-Mangalore Express must be run as per the earlier time schedule as the travelling public are greatly agitated.

Considering the fact that many new industrial units have come up in the suburbs of Chennai city, there is an urgent need to augment the EMU service between Chennai Beach-Tambaram and Chennai Beach-Chingleput increasing the number of coaches to twelve. This calls for extending platforms in all the wayside stations. I would like to draw the attention of this august House that I raised this demand last year too. Railway Stations in important towns in Tamil Nadu including Chennai must have more ticket counters. All the stations in between Chennai Beach and Tambaram need more number of ticket counters and similarly there is a need to extend the time of functioning of Season Ticket Counters.

There is also a need to rescind the decision to wind up some of the printing presses of Indian Railways. It is

learnt that all the Railway Printing Units are to be closed down completely in due course. This step taken by the Railway Board would affect about 275 press workers of the Southern Railway in its Royapuram Printing Unit. The total number of these press workers all over the country would be around 6000 in all. Instead of resorting to closures as a remedy Railways may modernize its printing units with trained men who are provided with better training for enhancing their skills.

When the Railways are boasting of Rs. 25000 crores of rupees, then how is it that Bonus Ceiling has not been increased further from Rs. 3500/-. There is also a discrimination between Central and State Government employees and the employees of the Railways even after the gazetted modification of the Bonus Act of 1985 on 1.4.06. Apart from the productivity linked Bouns, profit linked Bonus may also be considered.

It was stated that 1.5 lacs of vacant posts in the Railways would be filled all over India. But measures towards privatization, outsourcing and surrendering of posts and lock outs are hidden in this Budget. On the one hand you are regularizing the services of porters and on the other cut in jobs are also resorted to.

All the trained Act Apprentice get job opportunities in the Southern Railway. But there is a delay in providing jobs to about 2500 Act Apprentices in ICF, Perambur. I urge upon the Railway Ministry to expedite the same.

Erecting escalators in stations like Madurai is a welcome step. This may kindly be extended to Tambaram and Mambalam stations also where the over bridge stair case is steep causing inconvenience to aged people and women.

A new ROB linking Ayanavaram – Loco Scheme Road may be constructed in place of the Loco works station ROB in the Thiruvallur route that is there right from the British days.

Considering the security aspect and the safety of passengers, the proposal for out sourcing of the Rail Coach maintenance works must be reconsidered.

There is an urgent need to increase the pace of the work pertaining to laying of second broad gauge line between Kovai Irugur and Coimbatore and also the gauge conversion work linking Tiruvarur-Nagoor-Karaikal.

Gauge conversion between Coimbatore-Dindigul and Pollachi-Palghat must be commenced with fund allocation.

Kaleeswara Mills and Somasundara Mills of NTC near Railway station in Coimbatore have been remaining closed and the vacant land can be taken over by the Railways and shall be used by the Railways to expand the Railway Station and to construct buildings required for the offices and staff of the Railways.

All Kerala bound trains from Chennai must be routed through Coimbatore junction instead of being diverted through Podanur.

I would also request you to introduce an Inter-city Express Train between Coimbatore and Bangalore. A new express train in the broad-gauge section may be introduced to run between Chennai and Tiruvarur via Thanjavur. Laying of Railway line between Nagapattinam and Velankanni and also Pattukottai-Mannargudi via Needamangalam must be taken up while going in for gauge conversion between Mayiladuthurai-Rameswaram via Thiruvarur-Thiruthurai-poondy-Karaikudi.

I would like to thank the Railways for running a daily train between Shencottah and Madurai as per our request made on behalf of the people of my constituency. The pending requests to construct one more platform at Tirunelveli Junction and construction of a new Railway Station at Palayamcottah Maharajapuram may be considered positively.

Pearl City express train coaches are old and steps may be taken to change them. Immediate commencing of ROB work in Tuticorin first gate and second gate is necessary while there is a need to increase the pace of ROB construction at the third gate. I thank the railway for taking up the new line between Ramnad and Kanyakumari via Tuticorin. You may also consider introducing a train between Chennai and Tiruchendur.

Gauge conversion work in the Thiruvarur-Nagoor-Karaikal section must be expedited. Steps must be taken to run trains from Thiruvarur to Chennai via Thanjavur.

Some passenger fares have been reduced through this Budget. But it fails to enthuse the common people and the poorer sections of the society. About 200 express trains have been converted to be super fast express trains. But their journey time has not decreased in commensurate with the increase in the super fast express

charges. Catering service is being handed over to the private sector. Many such privatization proposals are on the anvil. Considering the fact that neither job security nor social security are there for the workers in the private sector taking away their basic rights, Railways may have to be careful.

In these 62 years of independence we have not laid many new lines. Still much needs to be done. Industrial development is crying for more of connectivity through Railways. Like porters whose services have been regularized other temporary staff in other departments of the Railways must also be considered for regularization. Passenger amenities have to improve further. Priority may be accorded to laying double line between Chennai-Nagercoil via Tuticorin, and electrification of railway lines between Villupuram and Nagercoil. There is also a need to accord top priority to lay the lines and operate exclusive freight corridor to increase Railway's revenues and to give a boost to Nation's economy.

With this I conclude.

[English]

SHRI A. SAI PRATHAP (Rajampet): Sir, I rise to support the Railway Budget presented by the hon. Railway Minister, Shri Lalu Prasad for year 2008-09. He has presented a remarkable Budget in this House. Last year, Lalu ji has shown a profit of Rs. 20,000 crore; this year profit has been increased to Rs. 25,000 crore.

15.59 hrs.

[DR. LAXMINARAYAN PANDEY *in the Chair*]

The total allocation made for the on-going and new projects is Rs. 37,500 crore. In this regard, I wish to convey my heartfelt thanks to Lalaji for considering new project between Cuddapah and Bangalore. The total kilometre covered is 255 kms. and the total cost allocated to this project comes roughly to Rs. 1,000 crore. I convey thanks to Lalaji and also to Veluji and Rathwaji. I would also like to thank the staff of the Railway Ministry for giving this particular line because it mainly covers the backward and naxal affected areas.

16.00 hrs.

I take liberty now to say this and convey thanks to our hon. Chief Minister of Andhra Pradesh, Dr. Y.S. Rajasekhara Reddy also has come forward to give his contribution of 50 per cent for this new line.

[Shri A. Sai Prathap]

With regard to my constituency development works, particularly with regard to my specific region, I would like to say that - the total length of Madanapalli-Dharmavaram gauge conversion work is 277 kms. The allocation last year was Rs. 85 crore and this year it is Rs. 86.93 crore. The required amount is another Rs. 42 crore; with this amount, we can get this line completed. It is a long pending desire of the people of this backward area. Shri Laluji also promised that this gauge conversion will be completed within three years; three years have already passed. So, the information that I received from the officials is that they are in a position to spend this amount of Rs. 86 crore that has been allotted, within six months' time. So, I request the hon. Minister to note down this point because this line will connect Guntakal Junction.

Another point is, the doubling patch work between Renigunta and Gooty. This is a revenue generating line. Here, the distance of another only 151 kms. is to be covered. This time, the allocation is only Rs. 71 crore and I request the hon. Minister to do something here. Now, RVNL has taken up this matter - doubling work is pending, electrification is pending; it is being mentioned in this House for the last ten years; I have been taking up this matter of completion of doubling work between Renigunta and Gooty.

Krishnapatnam-Obulavaripalli is a new line that has come up. The State Government has come forward. The National Mineral Development Corporation has also come forward along with RVNL; they are going to complete this project in a fixed time frame. I am thankful that they have considered this and given an amount of Rs. 25 crore in this Budget.

I propose a few new lines for survey. One is from Proddatur; Nandyala-Yerraguntala line is also going to be completed. An allocation of only Rs. 35 crore has been made, whereas the required amount is Rs. 150 crore. So, I request the hon. Minister to allot more funds. He has assured last time in this House that Rs. 50 crore will be given in the next Budget. I seek that difference of Rs. 20 crore or Rs. 25 crore be allotted to this on-going project.

It is again a shorter route towards coastal Andhra Pradesh and also it can touch the north side, to carry particularly cement and steel. This is one of the important lines. I would request the hon. Minister to do the survey of line Proddatur-Mydukur-Badvel-Nellore. There are 4-5 Assembly segments here; in backward and naxal affected

area. Suppose if the hon. Minister considers these proposals for survey of new lines, we would be highly thankful to him.

Again, Muddanur-Pulivendula-Kadiri-Dharmavaram line may be surveyed so that the Rayalaseema region network will be completed with the survey of two new lines.

Finally, I would like to bring to your notice that all the MPs from Andhra Pradesh are most unhappy because the allocations last year was not up to the mark and this year also, it is the same thing. All of us, with the Convenor of Andhra Pradesh Shri Vittal Rao went to meet Madam Sonia Gandhiji and represented that Andhra Pradesh should be given some importance because last year also, the allocation had not been up to the expectation.

The Andhra Pradesh Government has referred more than 35 projects out of which hardly four or five have been considered. I would request the hon. Minister to give importance to Andhra Pradesh network also in comparison to other States like Bihar, Tamil Nadu, Karnataka and other adjacent States.

Kakinada is one of the important industrially growing regions having three major gas finds of India which hold tremendous gas reserves. In the year 2001 Kakinada was considered for bringing into the main railway line. So far allocation has not been given to this particular growing town. I would request the hon. Minister to consider this. Kakinada-Pithapuram the on-going main railway project be granted at least Rs. 25 crore.

I wish to bring to the kind notice of the hon. Minister that there is one railway station in Cuddapah District by the name Nandalure. Earlier a loco shed was there in Nandalure. It also has 500 acres of railway property. All the required infrastructure is there in Nandalure. The young people have agitated to get a traction shed in the existing available infrastructure at Nandalure. More than 75 to 100 young people agitated for 72 days. S/Shri Suravaram Sudhakar Reddy, Gurudas Dasgupta and Yerrannaidu have visited that place. Shri Suravaram Sudhakar Reddy had brought a delegation to the hon. Minister in this regard. The hon. Minister on the floor of the House assured that if not the traction shed a goods repairing unit will be given to Nandalure. One year has passed since then. I would request the hon. Minister to consider this demand of the people of Nandalure. Rayalaseema is a backward region. A few people will get the jobs. I would request the hon. Minister to consider this demand of the young people who have agitated for 72 days for it.

The RPF people have given a representation. Out of 13 points I would like to cover only four.

1. Productivity linked bonus should be given to RPF personnel at par with other railway staff since RPF is also treated to be railway employees for all purposes as per RPF Act.
2. Limited departmental competition tests should be implemented to RPF subordinate officers at par with other railway employees.
3. The tenure of staff and officers should be revamped as per the old system that is five and four years at one station.
4. The Standing Order No. 70 should be changed in which the tenures and postings of RPF staff are modified and the transfer of staff, that is constables and head constables, should be within the same Division.

Our convenor is asking to restore the Garib Rath. I would request the hon. Minister to consider all these points mentioned by me. I thank you for giving me this opportunity to speak.

[Translation]

\*SHRI PARAS NATH YADAV (Jaunpur): Sir, India stands second to China in terms of population. At the time of Independence, the population of India was 35 crore. Today the population of the country has crossed 100 million. On the other hand, India is also a land of rivers, mountains and forests. Not only there are difficulties in commuting from one place to another in the country but also a lot of time is taken.

Railway is considered to be the cheapest, easiest and the most convenient mode of transportation for the public. Otherwise also, train is considered to be the easiest mode of transportation for the poor people. First train in India was run in Mumbai, Maharashtra. With a view to rapidly expand railways in the country and providing this facility to each and every one, the provision for presenting a separate rail budget on the lines of general budget was made in our country. Rail budget is a part of the general budget itself. Each year a number of new railway projects are sanctioned and budget is provided for the same but with much regret, I have to say that due to

non sanction of funds a number of projects remain incomplete.

Due to the regional considerations by Railway Ministers during the last two decades, the railways could not reach each corner of the country. Not only this much, there are many important places where railway lines have been laid but no stoppage has been provided for the trains due to which the passengers are unable to be benefited from the same.

Through you, I would like to urge the hon. Railway Minister to take some measures to solve the following problems :-

1. The sanctioned projects should be completed on time.
2. Railway lines should be laid on priority basis in those areas of the country where there are no railway lines.
3. The trains originating from the national capital should compulsorily be provided stoppage at each State capital and district headquarters of State from where they pass.
4. Keeping in view the population of the country unreserved fast trains should be introduced for the poor people.
5. The standard of catering facility being provided in the trains should be improved.

Sir, I would like to make a special request to the hon. Railway Minister to address certain problems of my constituency. The following trains should be provided halt at the Jaunpur city railway station in Jaunpur district:-

1. Kashiraj Express should be provided a halt at the Jaunpur city station.
2. A fast train should be run from Jaunpur to Mumbai via Allahabad.
3. ROBs should be constructed at Jagdishpur railway crossing and at Chandpur railway crossing on the Jaunpur-Mirzapur road in the city.
4. All the unmanned level crossings on the Jaunpur-Allahabad line should be converted immediately into manned ones in the larger public interest.
5. There is an urgent need of manned level crossing at the Sukhlaganj crossing.

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\*Speech was laid on the Table.

[Shri Paras Nath Yadav]

6. Halt should be provided for Godan Express at Barsadhi railway station in the public interest.

In the end, through the House, I request the hon. Railway Minister that the said demands should be fulfilled in this Railway Budget itself the in larger public interest.

\*SHRI E.G. SUGAVANAM (Krishnagiri): Hon'ble Sir, I would like to thank Hon'ble Railway Minister for presenting this year's Railway Budget as a growth oriented people's Budget. Our Government has not increased either the passenger fares or the freight charges consecutively for the past five years. I would like to thank him and congratulate the Railways for this feat on behalf of Dravida Munnetra Kazhagam. The profits for this year is Rs. 20000 crores and more is expected to cross 25000 crores of rupees. Many new schemes and projects to improve the performance of the Railways have been spelt out in the Budget. New Railway Line to a stretch of 350 Kms. has been announced. Gauge conversion to the tune of about 2150 Kms, and laying of double lines to a length of 1000 Kms. have been announced in this Budget.

Fare reduction for various classes of travel, 5% freight charges reduction for the transportation of petrol and diesel, 1.4% reduction in the movement of goods for construction industry to help bring down the construction costs are welcome features of this Budget. Ten more Garib Rath Trains have been introduced to extend Air-conditioned coach facilities to the poorer sections of the society and the lower middle class also. Revolutionary changes have been brought about in Advance Reservation System. Booking of tickets through mobile phones and E-ticketing through cyber kiosks have helped reducing the long queue of people gathering in Reservation Counters. I welcome on behalf of DMK, the announcement regarding the setting up of a new rail coach factory in Kerala to help reduce the problem of shortage of rail coaches. Steps must also be taken to replace old coaches with new ones. The decision to regularize the services of the porters as Gangmen and group 'D' Staff in the railways is commendable. Travel concessions announced for AIDS patients and Ashok Chakra Award winners are praiseworthy as a humanitarian gesture. Students are provided with free railway passes and it is commendable. It has been announced in this year's Budget that women will also be inducted in the Railway Protection Force and I welcome it. Velacherry to St. Thomas Mount Metro Rail

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\*English translation of the speech originally delivered in Tamil.

Project is to be completed by 2010 and it is anxiously awaited and gladly welcomed. These deadlines have not been met earlier and have caused hardship to the public and hence I urge upon the Railways to ensure the completion of the project on time. This also gives rise to cost escalation. I request the Hon'ble Minister that enough of funds may be released and the works may be completed as decided now.

Many of the coaches are lacking in sanitation and are found unclean. Proper cleaning up and sprucing up must be done. There are complaints about the non-functioning of lights and fans in the coaches. Appropriate measures in this regard may be taken up. In some trains like Rajdhani and Shatabdi and in some stations, the Public Address System do not function properly. This may kindly be looked into by the Railway Authorities. There is a welcome announcement in the Budget that loco workshop in Perambur will be modernized. Let me appreciate and welcome this announcement of our Hon'ble Railway Minister. I also urge upon you to complete this modernization project this year itself.

Fulfilling a long felt demand, Salem Division has been carved out recently in the Sixteenth year of our independence. Hon'ble Railway Minister himself took part in the inaugural function amidst cheers from all sections of the society. On behalf of the people of Tamil Nadu and on behalf of DMK, I would like to thank Hon'ble Minister for Railways Shri Lalu Prasad. I would like to point out that staff strength is very less in the New Divisional Head Quarters in Salem. Augmenting staff strength and construction of Divisional Headquarters building to house the staff may be taken up at the earliest.

Rail Travelling Public are worried often done to late running of trains. This delayed departures and arrivals must end. Proper care must be taken to ensure that trains are operated as per schedule. If trains are running late, passengers must be adequately compensated. Dilapidated rail coaches may be discontinued and put to disuse periodically. Long distance passengers have to bear the brunt of coaches that are old and lack in basic amenities. I urge upon the Hon'ble Railway Minister to go in for quality steel to make rust free coaches and ensure timely replacement of coaches. Secunderabad, Mumbai, Delhi and Patna stations are to be modernized to get world class new look. I urge upon the Railway Minister to give a similar face lift to Chennai Central and Chennai Egmore stations also. Chennai Central links the South of India with the North, West, East and also North-East. It handles lakhs of passengers every day. Hence I urge

upon you to make these two stations world class ones linking one with the other.

I welcome the step in the right direction to open two divisional hospitals. Chennai Central hospital in Perambur is faced with the problem of space crunch. Old buildings are there and there is a crying need to expand this Railway Hospital with more space and modern amenities. Requesting you to renovate the same in time while providing modern equipment. The Budget for the year 2008-2009 is remarkable in so many ways. But still our long demand to link Jolarpet with Hosur has not been taken up. I am reiterating this demand for the fourth time now. I have handed over a memorandum myself in this regard to the Hon'ble Railway Minister. Jolarpet can be linked to Hosur via Thiruppathur, Kanthill, Bargur, Kanthikuppam and Sholagiri. This new railway line may kindly be approved and taken up. Hosur is an emerging industrial city. It is a growing Technology city. Hosur is near to Bangalore and hence more of rail link needs to be established. More trains must be introduced.

Catering service in the long distance trains in particular must be taken care of. Quality food must be made available. Standard Catering service is essential in the running of trains. Inspection teams must be set up to go in for quality checks. I urge upon the Railway Minister to look into this.

Garib Rath Trains are more popular now and attract more passengers. They are running to capacity almost every time. Chennai-Delhi Garib Rath Train meets with full reservation made in advance many a times. The frequency of this train must be increased. This once-a-week train must be made thrice-a-week train to benefit more passengers. There is also an urgent need to provide Pantry-Car facility in Garib Rath trains to facilitate the aged passengers alongwith women and children. As they are long distance trains, the inconvenience caused to the passengers in the absence of a pantry-car are one too many. I request you to look into it.

Ladies among the senior citizens are to get 50% concession enhanced from the existing 30%. This must be extended to both men and women without any discrimination. I urge upon you to look into this.

Our Hon'ble Chief Minister of Tamil Nadu Dr. Kalamangar has submitted a set of demands to our Hon'ble Railway Minister. Madurai-Bodinaickanur gauge conversion is one among those demands which is pending for long.

Linking up Erode-Palani, Chennai-Puducherry via Cuddalore and also laying of Villupuram-Dindigul double line, laying of Thiruvallur-Arakkonam fourth line are among those demands. Our leader Dr. Kalamangar has thanked the Hon'ble Railway Minister for conceding to his demand to link Jolarpet with Thiruvannamalai. I would like to record in this august House our heartfelt thanks conveyed on behalf of our leader.

For the past many years, Chennai Central has not been linked with Chennai Egmore though demands and announcements in this regard have always been there. On behalf of people from various walks of life, I urge upon the Railway Minister to concede to our long pending demand.

I thank the Chair on my own behalf and on behalf of our party DMK. Let me conclude my speech expressing our support to this laudable Railway Budget for the year 2008-2009.

*[English]*

SHRI L. GANESAN (Tiruchirappalli): Mr. Chairman, Sir, thank you very much for giving me this opportunity to participate in this discussion. E M Foster the great thinker once said, 'three cheers for democracy' and in the same vein I wish to express three cheers to Shri Lalu Prasad Yadav and his ablest colleagues, particularly Shri Velu. This is because this is the age of enhancement; this is the age of increase and prices are increasing everywhere. Communal clashes are increasing. So many things are increasing whereas Shri Laluji has not enhanced fares or freights. Therefore, the first cheer is for not enhancing the fares and freights. The second cheer is for not only enhancing the fares and freights but for slightly reducing them. The third cheer is because he has taken so much efforts and given many considerations without enhancing the fares and freights, and he has enhanced the conveniences and comforts of the passengers.

I congratulate him for having resolved to implement new schemes and projects such as laying new lines, extending some old lines, adding new train services in the existing lines. The projects and proposals which deserve congratulations and commendations are as follows.

Firstly, there is the project to set up new Rail Coach Factory in Kerala for which the Kerala State Government has made 1000 acres of land available for this factory. Secondly, there is a proposal to set up new wagon

[Shri L. Ganesan]

reconstruction unit at Garkha. Thirdly, there is a proposal to modernize Lilluah Workshop in West Bengal, Perambur Workshop in Tamil Nadu and Ajmer Loco Workshop and lastly, there is a proposal to modernize Jamalpur Workshop. It is really laudable that our Minister, Shri Laluji has announced 53 new trains in which Tamil Nadu has a major share of eight trains. There is a proposal for extension in services of 16 pair trains in which Tamil Nadu gets six. In 2008-09, four new lines are to be constructed in which Tamil Nadu gets one.

In the on-going gauge conversion also, Tamil Nadu is not ignored. Tamil Nadu is also taken care of in the proposals for new lines for gauge conversion.

Many welfare measures are implemented and are resolved to be taken up anew for implementation which are in toto aimed for the welfare of the people at large, the passengers in particular and the Railway employees in specific.

Sir, so far, I was talking in general but now I wish to be specific. I am the Member of Parliament from Trichy, Tamil Nadu. I have been representing my constituency through letters, in person and in Parliament. I thank the Railway Minister and the UPA Government for having complied with my requests and persuasions. I now appeal to kindly comply with my following requests.

It is already agreed to implement ROB constructions near Trichy Railway Junction, Tiruvanaikol and Oyamari Burial Ground. Please give administrative sanction and implement them expeditiously.

Sir, I thank you for constructing ROB. But at the same time, it is very bad in principle and in practice to close down level crossings. ROB no doubt are helpful for vehicular traffic like cars and so on. But for the sake of people carrying heavy head loads or dead bodies, people on bicycles and people who walk or pedestrians, level crossings near the ROB should never be closed down. If it is done, it leads to a lot of suffering for the masses. I would like to mention specifically about three level crossings, one each at Palakkarai, Pichandarkoil and Ramakrishna ROB. They should be opened. Maintaining them will not cost much. When we compare it with several lakh crore of rupees that we earn and spend in Railways it is a paltry sum. I pray that they should be opened and operated.

I pray that a new train from Trichy to Madurai should be introduced. Both of them are very important cities,

holy cities. People, in several lakhs, are coming and going every day. Therefore, I appeal to the Minister to introduce one train in the morning, say around 6 in the morning from Trichy to Madurai; and one train in the evening, around 6 p.m.

When we talk of new lines, I am surprised about one thing. A new line from Tanjore to Pattukottai was to be constructed. Survey was also done in those good old days, soon after India became independent. The distance is hardly 30 miles. ... *(Interruptions)*.

If that connection is given, it will extend up to Rameswaram. Great personalities like Shri S.D. Somasundaram once the M.P. of Thanjavur constituency. Shri M. Palanimanickam, the hon. Minister of State for Finance is present M.P. of Thanja. In spite of that, it has not been done.

Finally, I wish to give a fitting reply to some of the adverse comments made by some people. One of such adverse critics of the Railway Budget is a fiery orator. He said that Tamil Nadu has been ignored. He said that southern part of Tamil Nadu has been ignored. He is a fiery orator only. But he has been blinded. He is a man with blurred vision. If he has seen the Budget, out of 53 new trains, Tamil Nadu got eight; out of 16 pair trains that have been announced, Tamil Nadu got one; out of four new lines that have been announced, Tamil Nadu got one; out of the three workshops that have been announced for modernisation, Tamil Nadu got one. Therefore, I would say that Tamil Nadu has been taken care of.

With all heart, mind and soul, I appreciate, I admire, I congratulate, I commend Shri Lalu Prasad and his ablest colleagues.

*[Translation]*

PROF. RASA SINGH RAWAT (Ajmer): Hon. Mr. Chairman, Sir, I am grateful to you for providing an opportunity to speak. I would like to express my views with regard to the railway budget presented by the hon. Railway Minister Shri Lalu Yadav. With deep regret, I have to say that justice has not been done to the largest and the border State of Rajasthan in the country in the budget. Rajasthan has got only four new trains in this election based budget in which 53 new trains have been announced, 10 Garib Rath have been introduced and the frequency of 11 trains has been increased. Apart

from this, neither frequency of the trains plying there has been increased nor has any train been extended. This shows how this election based budget has benefited only Bihar and some other States having UPA Govt. Through you, I want to say that States like Rajasthan having Opposition party rule have been grossly neglected. Giving four new trains for such a State is like a drop in the ocean. Hon. Minister has said that he has given a budget with a profit of Rs. 25,000 crore. I welcome the budget for taking care of all the sections of the society by not increasing the fares but the renovation of the infrastructure of the Railways, on which the safety and future of the whole of the railways set-up depends, has been deleted from the priority list. There are railway tracks and railway bridges which are more than 100 years old and have become dilapidated and worn out. This is resulting in derailment while doing shunting or crossing the railway bridges. The danger of accidents is always present due to the weakened tracks. No attention has been paid towards this. Rolling stock and infrastructure of the railways have been exploited to the hilt which can result in a very serious situation. As per CAG's report, about 300 projects are pending in the railways. It seems as if these projects have been forgotten. Linking of Pushkar with Ajmer was announced in the year 2001-02 but nothing has happened till now. Railways had made commitment to construct this line by 2009 and Rs. 19 crore have been earmarked for it while more funds should have been provided for the purpose in the budget.

MR. CHAIRMAN: Since five minutes' time has been fixed for all the hon. Members, therefore, conclude your point soon.

PROF. RASA SINGH RAWAT: I would like to speak about the railway factory in Ajmer. A provision of Rs. 200 crore has been made for the Lilua factory, Perambur Loco factory and Ajmer Loco factory in the budget. Provision for Ajmer is Rs. 52 crore but only Rs. 15 lakh out of that have been allocated. The Loco and Railway Factory of Ajmer is the spine of the Railways but a provision of only Rs. 52 crore and allocation of Rs. 15 lakh is too little allocation. There is need to increase it. During his visit to Ajmer, hon. Minister had made an announcement that the Ajmer station would be made an international level railway station. I checked this budget again and again but nothing is there in this regard though hon. Railway Minister is devoted to Ajmer and goes there regularly. The Ratlam-Khandwa metre gauge line is to be

converted into broad gauge. Though, it has been approved but very little money has been sanctioned for it. Earlier, there used to be many trains from Ajmer to Khandwa which further went upto Purna and Kachiguda. Lakhs of people come to Ajmer from Hyderabad and Andhra Pradesh for Ziarat but they have to take a long detour. Hyderabad can be connected directly to Ajmer if this part of metre gauge line is converted into broad gauge. There was a proposal to connect Pushkar with Medta for connecting Western Rajasthan and Central Rajasthan with Ajmer but no provision has been made for that in this budget. You had made an announcement last year that a survey would be conducted for the Ajmer, Kota via Kekri, Devli line. This survey has also been completed and people were hoping for an announcement from you for construction of a railway line for connecting Ajmer with Kota. But, there is no such announcement. We have demanded that few more trains should be introduced on the Ajmer-Chhittorgarh-Kota line till this railway line is constructed. It seem that the hon. Minister has forgotten this. I want that the train between Ratlam-Indore-Udaipur should be extended upto Ajmer so that people are benefited. People from Ajmer would be able to travel to and from Indore which is the economic capital of Madhya Pradesh. Earlier, many trains used to run between Khandwa and Ajmer but many of them have been discontinued now.

The train between Amritsar and Jaipur should be extended upto Ajmer. Agra Fort and Ajmer are historical cities. There is a train between Agra and Jaipur which should be extended upto Ajmer. There was a train from Agra Fort earlier also. Rathwaji is sitting here and he knows that the train from Ahmedabad to Agra Fort was very popular and it used to run between Ajmer and Jaipur via Mewar Junction. This line has been converted into broad gauge from metre gauge but no train has been started resulting in great inconvenience to the people. I, therefore, demand that this train should be started.

A train should also be introduced from Ajmer to Chennai and Ajmer to Guwahati. A special train is plying between Ajmer and Chennai and it would be better for the people of Ajmer if it is run daily. You have provided Rs. 950 crore to Central Rajasthan for infrastructure and old projects. This fund has been given for railway line in Shekhawati or for various schemes of other areas.

MR. CHAIRMAN: Now please wind up, if some points have been left, lay them on the table of the House.



PROF. RASA SINGH RAWAT: Modernization of railways, completion of incomplete schemes, replacing of tracks, strengthening of bridges and repair of signals should be done speedily to prevent accidents.

Chain pulling often taken place in trains. Passengers pull the chain to stop the train at any place. Besides, incidents of looting of passengers by giving them poisonous or sedative-laced food often came to light. Therefore, attention should be given to ensure safety in railways. Due attention is not being paid towards safety, security and punctuality.

*[English]*

MR. CHAIRMAN: Please conclude now. Otherwise, I am going to call the next hon. Member.

*[Translation]*

PROF. RASA SINGH RAWAT: I will take only one minute more. The mail train running between Haridwar and Ahmedabad is always behind the schedule by an hour or two. Earlier this train used to run between Delhi and Ahmedabad, then it was made to run upto Haridwar. My demand is to extend this train upto Ajmer. Punctuality should be observed in running of trains. Besides, safety and security should also be given due consideration. Due to paucity of time, I will lay the rest of my speech regarding problems pertaining to my constituency on the table of the House.

\*Sir, I would like to express my views on the Railway Budget presented by the Minister of Railways.

Sir, I am sorry to say that justice has not been done to the State of Rajasthan—the largest in area and a border State. In this populist and pro-election budget, 53 new trains and 10 Garib raths have been introduced and frequency of 11 trains has been increased. However, giving only 4 new trains to Rajasthan is just like a drop in the Ocean. Neither the frequency of the trains which stop in Rajasthan has been increased nor any train has been extended. Neglecting Rajasthan in such a manner is unjustified from any point of view.

Sir, the hon. Minister while presenting the budget claiming a profit of 25 thousand crore has neither increased the fare nor freight and taken care of railway

employees and people from all sections of society. For this he deserves accolades but in this face-lifting of Railways, the issue of infrastructure on which lies the strength, safety and future of railways, has been ignored completely. It is not fair. The rolling stock and infrastructure of Railways has been used upto the maximum extent which could lead to an Alarming situation later on. Railway bridges and tracks are more than 50-100 years old and have outlived their life span causing derailment of goods trains at various places. Therefore, I would like to state that utmost attention should be paid for rejuvenation of railways.

Sir, the future of the railways as well as that of nation depends upon the internal strength of the Railways. This budget is not going to improve the condition of railways. The hon. Minister of Railways has boasted of the achievements made during the last four years. He has shown a rosy picture of future also. He has given sops to all sections but unfortunately nothing substantial has been given for Railways.

Sir, there are 14 lakh employees in railways, however, only those employees who have high access would get the benefit of the Staff Benefit Fund Scheme for which massive increase has been made. The hon. Minister has announced an increase in the bonus also but let me remind him that a part of the last year's bonus is yet to be paid.

Although Fare has been reduced but not for the ordinary class in which poor people travel. The fare reduced in other categories is a mere show off. The fare for upper class is too high that it has to be reduced to increase the occupancy in this class.

Sir, earlier a safety fund was there for improving infrastructure. That has lapsed and a surcharge of 8 per cent has been included in the fare. However, things will not improve till a dedicated fund is established.

New trains have been announced but the backlog will continue to increase. It will be cleared only when the basic infrastructure is made up to the mark.

Sir, in the budget there is a mention of a dedicated freight corridor scheme but there is a need to formulate a concrete plan and fixing a deadline in this regard.

Earlier, the freight was contributing upto 80% in the railways income but now it has been dropped to 25%

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\*...\*This part of the speech was laid on the Table.

only. Similarly, sufficient funds have been given for passenger amenities but its non utilization is unfortunate. There is a need to pay proper attention towards the dirty coaches, menace of mosquitoes, stinking toilets, lack of sanitation, lack of cleanliness at platforms, availability of potable water, sitting facilities, maintenance of waiting rooms, chain snatching, loss of baggage, incidents of looting of passengers by sedating them, delay in running of short distance trains, chain pulling, habit of travelling without ticket by passengers, unavailability of good quality food, irregularities in reservation etc. and to punctuality, safety and security.

Railway's rejuvenation drive has been kept out of the priority list for which history will never forgive him.

Sir, there is a specific need to modernize the railways network to complete the pending schemes, to replace the weak bridges and tracks and to modernize/update the signal system.

As per CAG's report, there are approx. 300 pending railway projects which should be completed within the stipulated time frame by mobilizing funds/resources. Otherwise construction cost thereof would continue to escalate and the funds spent so far will not prove fruitful.

Sir, encouraging minoritism on the basis of religion, making 'urdu' language as a medium of examination is not justified as people of other languages will also start fighting for their rights.

1. Sir, I would now like to draw the attention of the hon. Railway Minister towards the demands of my constituency. At the time of inauguration of the Ajmer-Chittorgarh broadgauge line, the hon. Minister of Railways had announced that Ajmer station would be upgraded to a world class station. But, unfortunately, he did not keep his word while formulating the current budget. I would like to urge him to upgrade the Ajmer station to a world class station and provide necessary facilities and infrastructure for his purpose.
2. Sir, Ajmer-Pushkar rail line is likely to be completed by the year 2009. A provision of Rs. 19 crores has been kept in the budget for this purpose. This amount should be increased to ensure quick completion of the work. Survey for Pushkar-Merta rail line has been carried out

many times the construction of this rail line should be sanctioned to link Ajmer with Western Rajasthan and border areas.

3. Sir, gauge conversion of Ajmer-Ratlam line has been carried out. Earlier, many pairs of trains used to run between Ajmer and Khandwa when the line was metre-gauge. In fact, trains used to run on metre gauge from Ajmer to Kachiguda (Hyderabad) also. But now, it is neither fish nor fowl. Hence, Ratlam-Khandwa metre gauge line should be converted into broad gauge and also extended upto Kachiguda and then a train covering the entire stretch should be started.
4. Sir, an announcement has been made in the budget that Udaipur-Delhi Chetak Express would be run on broad gauge via Ajmer-Neem Ka Thana. But it would be more beneficial if this train is run via Ajmer-Jaipur-Alwar. If not, then another train should be run from Udaipur to Delhi via Chittorgarh-Bhilwara-Ajmer-Jaipur.
5. Sir, a metre gauge train had been running from Ahmedabad-Agra fort via Marwad Junction-Ajmer-Jaipur-Bandi Kui-Achnera-Bharatpur for many years. It was stopped when the gauge conversion work going on. Now that this entire track been converted into broad gauge this popular train should be started again so that Western Uttar Pradesh could be directly linked to Rajasthan. Till the time this is done, the Jaipur-Agra Fort-Gwalior Intercity should be extended upto Udaipur via Ajmer. This would benefit the tourists and also be economically viable.
6. Sir, Jaipur-Amritsar train should be extended upto Ajmer so that pilgrims to Radha Saomi Satsang, Beas, Golden Temple and Durga Mata Temple are facilitated. This is also a long standing demand.
7. An express train used to ply on metre gauge line from Ahmedabad to Delhi via Abu Road. It was also stopped at the time of gauge conversion. Now that the entire route is being converted into broad gauge and doubling of tracks is also being carried out, this train is also being re-started. It would also be a very useful and profit making train.
8. Sir, through you, I would also like to request that passenger trains should be run between

[Prof. Rasa Singh Rawat]

Ajmer-Ratlam, Ajmer-Delhi and Ajmer-Mehsana so that passengers from interior areas and small stations are also benefited.

9. Ajmer-Chennai Holiday Special train is run during the summer season. This train should be run on a regular basis. Similarly, Ajmer-Hyderabad via Ahmedabad and Surat, Ajmer-Trivandrum and Guwahati trains should also be run regularly so that the famous pilgrim place Ajmer Sharif and Pushkar also get linked to South East India.
10. The Railway Minister has decided to modernize the locomotive factories which are the backbone of Ajmer's economy. Accordingly, higher budget provisions should be made for the purpose. The Minister has made a provision of Rs. 200 crores for modernization of locomotive factories in Lilua (West Bengal), Perumbur and Ajmer. Out of this, it is proposed to grant Rs. 52 crore for locomotive factories in Ajmer. But, in this budget merely Rs. 15 lakh have been sanctioned for the purpose which is too meagre an amount. This amount should be increased so that modernization is carried-out in an effective manner. Similarly, the amount of funds announced for the carriage shop should be increased.
11. All facilities should be made available in divisional hospital, Ajmer.
12. Construction of parks, repair of roads and proper repair of houses in railway colonies should be carried-out.
13. Railways-run middle schools should be upgraded to the level of senior secondary schools.
14. Nasirabad, Kishanganj, Mayurganj, Vijaynagar, Byawar stations should be upgraded and basic facilities should be provided therein.
15. Delhi-Ahmedabad (Super Ashram Express) trains should be given a two minute stoppage at Byawar station.
16. Garib Rath should be given a stoppage at the famous industrial city and commercial centre, Byawar.
17. Frequency of Udaipur, Ajmer, Kolkata (Sealdah) train should be increased.

18. The trains being run after gauge conversion should be provided stoppages at atleast two or three stations at which trains run on metre gauge used to have stoppages.
19. Status-quo should be maintained regarding the reservation quota of trains that go through Vijayanagar, Nasirabad, Beawar, Kishanganj and Ajmer.
20. Railways' Budget hotels and rest houses should be constructed on empty plots of land in Ajmer in view of the importance of the place.
21. Basic infrastructure and facilities should be provided for zonal/national level sports activities.
22. Better management of railway institutions should be ensured. The facilities in such institutions should be upgraded.
23. I, through you, would like to thank the Railway Minister for announcing that watchmen would be appointed for all unmanned railway crossings in future. Even so, I would like to reiterate my request that watchmen should be soon appointed to man the railway crossings at Lamana, Makreda, Nyara, Daata, Muhami, Lacchipura, Rajouri, Hadundi etc. for the convenience of farmers and to ensure smooth traffic.
24. I have a final request, that in view of heavy pedestrian and vehicular traffic in Topghada, Gulabbadi, Nakamdar, Badaliya Road and Jonesganj in Ajmer, Vijaynagar Railway crossing, Beawar, Bhil Road and Beawar Pesang Road near Beawar station and near Mogalia railway station, sanction should be given for construction of ROB or RUB at these places.
25. The construction of ROB at Kishanganj Apanganj Road near Kishanganj railway station for which sanction has been given should be completed.
26. The TT, train drivers, guards who are employed in Ajmer division should be given priority in all trains that stop in Ajmer division.
27. Many cases of compassionate appointment are pending/in the waiting list or undecided. These cases should be decided soon and appointments offered while a compassionate person like you is the railway minister.

28. Stations such as Kishangarh and Beawar are important from point of view of trade, population, industry etc. Hence, all trains passing through these stations should have a stoppage of at least a minute or two at these stations.
29. Beawar and Kishangarh stations should be upgraded. They should be developed as model stations.
30. Dorai and Madar stations should be developed to facilitate loading and unloading of goods and to ease the congestion at Ajmer station.
31. Construction of the Bangad Gram Ras broad gauge rail line which was announced in the budget and accorded sanction should be completed at the earliest to facilitate loading of cement.
32. Number of ROBs at Beawar station should be increased for the convenience of passengers and civilian population and a road should be constructed near the station.\*

[English]

\*SHRI BRAJA KISHORE TRIPATHY (Puri): I bring to the kind notice of Hon'ble Minister of Railways through you for allotment of additional funds for Orissa in the budget for expediting the ongoing Railway projects in the State and inclusion of new projects in the Railway Budget 2008-2009 which have not been covered in the present Budget.

Sir, as in the past, Orissa which is ranked much below the national average in the Railway Map of India, has been discriminated upon and also neglected in the allotment of funds in the present Railway Budget even though the East Coast Railway and portion of South Eastern Railway which pass through the State of Orissa are major revenue earners for the Indian Railway. This is an unbalanced Budget which has not catered to the need of regional requirement and prospective Railway expanding Zone. Whereas captive thermal power plant have been proposed in the State of Bihar, new coach factory in Kerala, Wagon reconstruction in Garkha in Chapra Distt. of Bihar, allotment of Rs. 200 crore for modernisation of railway workshop in West Bengal and allotment of Rs. 80 crore at Jamalpur, no new project worth substance has been introduced in Orissa. No allotment has been made for the introduction of new projects in Orissa.

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\*Speech was laid on the Table.

I thank through you to the Hon'ble Railway Minister for introducing a Garib Rath from Ranchi to Bhubaneswar in the last Railway Budget but Sir, this is not sufficient. I would request through you to the Hon'ble Railway Minister for more Trains from Puri-Bhubaneswar to New Delhi and Mumbai in the greater public interest.

#### Electrification

Sir, in the present Railway Budget no provision has been made for Rail Line Electrification in Orissa whereas during 11th Five Year Plan proposal for Electrification of 3500 kms of Railway Line has been made. During last Railway Budget 2007-08, I had requested through you to Hon'ble Railway Minister for allotment of Rs. 100 crore for the Electrification of the feeder links viz. Daitari-Banspani B.G. Link, Talcher-Sambalpur-Jharsuguda B.G. Link and Haridaspur-Paradeep B.G. Link. However, sufficient funds have not been allotted in the present Budget also. I would also request to the Hon'ble Railway Minister through you for allotment of sufficient funds for these projects and alongwith, Koraput-Rayagarh electrification project may be sanctioned in the Railway Budget 2008-09. Against the demand for electrification of Kharagpur-Nimapura-Bhubaneswar and Bhubaneswar-Kottavelasha (RVNL) only Rupees 2 crore and 1 crore has been sanctioned respectively in the Budget 2007-08 against the demand for Rupees 50 crore. Hence, the allotment may be increased to 50 crore in the Budget 2008-09.

#### Gauge Conversion

Sir, I would request through you to Hon'ble Railway Minister to increase the amount for expediting the gauge conversion from Rupsa to Bangiriposi which is very important as it was envisaged as an alternate to 3rd line between Kharagpur and Tatanagar and made into 2 phases, the first phase a gauge conversion of Rupsa-Bangiriposi and phase-2 connecting Bangiriposi with either Gorumahisani or Dollbhumgarh, which will subsequently connect to Tatanagar thereby reducing substantial distance. The allotment may be increased as the sanctioned amount of Rs. 40/- crore is not sufficient for this project. Nuapara-Gunupur route gauge conversion may be expedited and extension to be made upto Therubali and also sanction is needed to provide connectivity to Gopalpur 'Pprt. Allotment of Rs. 10.41 crore in the present Budget 2008-09 is not sufficient and I would request Hon'ble Railway Minister through you for increase this amount to Rs. 75 crore. Although broad gauge line of 2300 kms

[Shri Braja Kishore Tripathy]

will be completed during 2007-08 and 3500 during 2008-09, no substantial allotment has been made for the State of Orissa.

#### Ongoing New Lines

Sir, Lanjigarh Road-Junagarh B.G. Rail Link:—Sir, this project was sanctioned in the year 1993-94. Rs. 100 crores was demanded for commissioning the section between Lanjigarh Road-Bhawanipatana and commencement of land acquisition from Bhawanipatana to Junagarh. The Government of Orissa had demanded Rs. 120/- crore for the project, however only Rs. 34/- crore has been allotted in the present Budget which may be increased to Rs. 75/-crore.

Haridaspur-Paradip B.G. Link - Sir, only Rs. 80/- crores has been allotted in the present Budget for Haridaspur-Paradip B.G. Link in the Budget, however the state Government had demanded Rs. 175 crore. I would request the Hon'ble Railway Minister through you that the allotment may be increased to Rs. 175 crore.

Khurda Road-Bolongir B.G. Link:- Sir, only Rs. 32.43 crore has been allotted in the present Budget whereas the State Government had demanded Rs. 150 crore. I would request the Hon'ble Railway Minister through you that the allotment may be increased to Rs. 150 crore.

Angul-Dubri-Sukinda Road B.G. Link: This Project was sanctioned in the year 1997-98. This rail link is critical for the steel industries since it will be a feeder link for transportation of coal to the industries in the Dubri area and iron ore to the industries in the districts of Cuttack, Dhenkanal and Jharsuguda. The allotment of Rs. 60 crore is meager and may be increased to Rs. 150 crore.

Talcher-Bimlagarh (154 Kms) - This Project has been sanctioned in the year 2004-05. The State Government had demanded Rs. 75 crore whereas Rs. 10 crore has been allotted. I would request the Hon'ble Railway Minister through you that the allotment may be increased to Rs. 75 crore.

Doubling of Existing Railway Lines: Sir, I request the Hon'ble Railway Minister through you for provisioning adequate funds for doubling of various Railway links in the State of Orissa. Particularly, I request the Hon'ble Railway Minister through you to increase the allotment for Doubling of Khurda Road-Puri Railway Line from

Rs. 2 crore to Rs. 50 crore including the sanction of second phase work for which survey work was sanctioned in the last Budget 2007-08. This railway line is more than 100 years old and eight years of first phase work for doubling should be expedited in view of the importance of Puri as an international Tourism point.

Sir, I request through you to Hon'ble Railway Minister to include the following proposals for survey for new lines in the Budget of 2008-09:-

(a) Conversion and Extension of Nuapada-Gunupur B.G. Rail Link to Theruvali (79 Kms.)

Traffic survey was made in March, 1999 for extension of the converted Nuapada-Gunupur B.G. Rail Link to Theruvali with a favourable rate of return. This extension will immensely benefit flow of import and export of cargo via-Gopalpur Port.

(b) Jeypore-Malkangiri (117 Kms.)

This broad-gauge rail link for which a survey report has been submitted to Ministry of Railways forms a part of the most backward districts of Orissa i.e. KBK area, which has been accorded special status by Government of India for speedy development. This requires immediate implementation.

(c) Talcher-Gopalpur (245 Kms.)

The survey report of Talcher-Gopalpur Broad-gauge Rail Link line submitted to Ministry of Railways indicated a favourable rate of return. The recent thrust of industrialization with setting up of a Steel, Power and Aluminium Plants would require a dedicated Railway link between Talcher to Gopalpur (Special Economic Zone) for export and import of raw material and finished products.

(d) Bargarh-Nuapada-Via-Padmapur (120 Kms)

Survey for this Broad-gauge Rail link was completed with a viable rate of return 18.32% and report submitted to the Ministry of Railways. Rail infrastructure in Western Orissa is not developed adequately despite a large number of industries are existing and heavy production of food grains are achieved. This B.G. Rail link will traverse through acutely backward areas of the State, and will ensure economic development.

(e) Puri-Konark (35 Kms.)

Puri attracts thousands of pilgrims due to temple of Lord Jagannath. The famous Sun Temple is located at Konark. This monument is famous throughout the world

and thronged by visitors from domestic and abroad. Considering these a survey was completed for construction of New B.G. Rail Link between Puri-Konark in the year 1997. This link will facilitate visits by the tourists and pilgrims to the last link of the golden triangle.

For Bargarh-Nuapada-Via-Padmapur (120 Kms) and Puri-Konark (35 Kms.) though for detailed survey has been announced in principle, no steps have been taken in this regard so far for sanction and construction and now also no funds have been allocated in the Current Budget for these two projects. Hence necessary sanction may be accorded for these projects in the Budget of 2008-09.

(f) Gopalpur-Rayagada (282 Kms)

All Bauxite deposits are located in Rayagada and Kalahandi area. Recently, Government of Orissa has signed number of Memorandums of Understanding (MOU) for setting up of Aluminium industries for production of Alumina and Aluminium. Sanction for a survey is imperative to cater to the traffic that will be generated.

(g) Jaleswar-Digha (40 Kms)

Digha is a popular beach resort, which will be connected from Tamluk. It is necessary that a survey be sanctioned from Jaleswar to Digha a stretch of 40 Kms. so that the vast areas in Bhogarai and Jaleswar Block can be connected. Although this project has been announced, no funds have been allocated so far.

(h) Jajpur Keonjhar Road-Jajpur (30 Kms.)

Biraja Khetra at Jajpur Town is a famous place of Pilgrimage in India at Par with Dwaraka and Kasi. A large number of pilgrims visit this area regularly. The Ministry of Railways is requested to sanction a survey for extension of the East Coast Railway line from Jajpur-Keonjhar Road to Jajpur.

(i) Gorumahisani to Buramara (35 Kms.)

Work is in progress for gauge conversion of Rupsa-Bangiriposi N.G. Rail Link. A survey may be sanctioned for linking Gorumahisani on Tata-Badamapahar B.G. Rail Link to Buramara on Rupsa-Bangiriposi Rail Link.

(j) Badampahar to Keonjhar (70 Kms.)

A survey needs to be sanctioned between Badampahar to Keonjhar which shall link the rich iron ore area with Tatanagar.

(k) Sambalpur-Berhampur via Birmaharajpur (408 Kms.)

Presently a direct rail link from Western to Southern Orissa is not available. Transportation of goods and passengers have to move in a circuitous way via Raipur-Vizianagaram or the East Coast Rail Link.

(l) Bolangir-Nawapara (159 Kms.)

Bolangir and Nawapara are extremely backward districts of Orissa, covered under the KBK districts, which has been accorded special status by Government of India. Availability of Railway Infrastructure shall lead to economic growth.

(m) Banepani-Bimlagarh (80 Kms.)

Keonjhar and Sundargarh districts are iron ore hub of Orissa. With rapid industrialization a network of railway links shall cater to the transportation requirement of that area.

(n) Berhampur to Phulbani (169.8 Kms.)

A preliminary Engineering-cum Traffic Survey was conducted in 2003. Phulbani is one of the extremely backward districts of Orissa, though endowed with large deposits of Granite, Graphite, Quartz, Manganese and Bauxite. Sanction of requisite funds may be made for commencement and completion of the project.

The following extension and introduction of New Trains may be introduced.

Sir, I would like to thank the Hon'ble Railway Minister through you for extension and introduction of New Trains, viz, Bhubaneswar-Mumbai via Sambalpur (bi-weekly), Puri-Darbhanga Express (Weekly), Paradeep-Bhubaneswar Express (Daily in lieu of Paradeep-Cuttack Passenger), Kendujhargarh-Puri Express (Daily). However, the Paradeep-Bhubaneswar Express may be extended upto Puri considering it as a Pilgrimage Centre.

The following introduction and extension of trains requires attention:

[Shri Braja Kishore Tripathy]

**Super- fast Express from Sambalpur to Allahabad**

There is no direct train from Sambalpur to Allahabad in order to meet the growing demand of traffic from Western Orissa. To enable the people of Western Orissa to visit important places of pilgrimage like Allahabad, the extended train No. 8611/8612 may be further extended upto Allahabad.

**Inter City Express between Koraput and Rourkela Via-Rayagada**

The Raipur-Vizianagram-Koraput-Kirandul B.G. rail link passes through the most backward areas of the State like Koraput-Bolangir and Sundargarh. An Inter City Express linking Rourkela with these areas of this State will give the much needed impetus for business and commerce of the area.

**Express Train from Titilagarh to Puri via Sambalpur**

Presently there is no direct train from Titilagarh area to cater the needs of Western Orissa. Introduction of Express Train on this route will provide relief to the people and also ensure emotional, social integration with costal Orissa.

**Express Train from Visakhapatnam to Howrah-Titilagarh, Raipur and Bilsapur**

The area from Visakhapatnam to Titilagarh is backward and requires additional train services to ensure increase of commerce and trading with neighbouring States.

**New Puri-Hyderabad Express and and New Puri-Chennai Express**

There is no direct Train Link from pilgrim centre of Puri famous for Lord Jagannath to South India. Two direct trains from Puri-Hyderabad and Puri-Chennai will fabulously benefit pilgrims of South India and people of Puri and Orissa.

**Express Train between Baripada and Visakhapatnam via Balasore, Bhubaneswar and Berhampur**

Baripada the district Headquarters of Mayurbhanj is now connected on the broad gauge system of Indian Railways. It is necessary to provide a direct link with Southern Orissa as of the Passenger amenities.

**Express Train from Gandhidham to Puri**

Orissa continues to provide human resources for industries in Gujarat. A large number of Oriyas are working in various part of Gujarat. An express train may be provided from Puri to Gandhidham via Vizinnagram.

**Express Train from Keonjhar to Howrah**

Keonjhar district has been connected in the Daitari-Banspani BG Rail link. A large number of the tribal population shall use the direct link for trade and commerce.

**Super-fast Express from Puri-Jaipur**

There is no direct train service from Puri (Orissa) to pink city of Jaipur (Rajasthan). Introduction of a Train Service from Puri-Jaipur, Via-Sambalpur and Raipur will enable tourists and pilgrims from Central and Western India to come to Orissa and this service will immensely benefit people of western Orissa.

**Express Train from Barbil to Visakhapatnam via-Keonjhar and Bhubaneswar**

The BG rail link between Banspani-Daitari is expected to be commissioned very soon. Keonjhar and Jajpur districts are undergoing rapid industrialization. Introduction of a train from Barbil to Visakhapatnam will facilitate movement of passengers and shall also be used for trade and commerce.

**Express Train from Baripada to Howrah**

Narrow gauge section between Rupsa to Baripada has been converted and commissioned. In order to strengthen the traditional link of the people of Mayurbhanj district with West Bengal and meet the aspirations of the people of that district, Ministry of Railways is requested for introduction of an express train from Baripada to Howrah.

**Intercity Express between Jharsuguda and Bhubaneswar**

The industrial scenario is fast changing with the large number of steel plants located in Jharsuguda and Sambalpur districts. Inadequate train services is a serious impediment for people of that area. Ministry of Railways is requested for introduction of an Inter-city Express between Jharsuguda and Bhubaneswar.

### **Super fast Express between Rourkela to New Delhi**

The industrial and mining area of Sundargarh and Jharsuguda district are sparsely connected to New Delhi. Introduction of a direct train will be immensely popular facilitating travel of passengers from these districts.

### **Direct Train between Bhubaneswar-Chandigarh-Kalka**

A large number of people of Orissa are employed in defence services and allied sectors in Himachal Pradesh, Haryana and Punjab. A super fast express may be introduced from Bhubaneswar to Chandigarh, which will also encourage tourism between Orissa and Himachal Pradesh.

### **Raigarh-Gondia Intercity Express to Jharsuguda**

Extension of this train shall provide a direct link from Vidarbha region to Western Orissa.

### **Bilaspur-Raigarh passenger to Jharsuguda**

Extension of this train will facilitate movement of passengers to a major part of Chhattisgarh.

### **Extension of Janshatabdi Express between Howrah and Borbil to Keonjhar**

Daltari-Banspani BG rail link is expected to be commissioned very shortly. Keeping in view the aspirations of the people of Keonjhar and to facilitate connectivity for trade and commerce this train may be extended up to Keonjhar.

Amongst others, request was made for introduction of a Shatabdi Express from Puri to Paradeep. I would request Hon'ble Railway Minister through you to expedite and implement these passenger amenities.

Also the Garib Rath introduced between Bhubaneswar and Ranchi may be extended to Puri Jagannath Dham for the convenience of the tourists.

### **Introduction of EMU Services**

Sir, the electrification work between Kharagpur - Bhubaneswar is in progress and stretch of 200 kms between Palasa to Bhubaneswar has been commissioned. Ministry of Railways is requested to introduce fast Moving EMU Trains from Puri-Palasa and Puri-Balasore to cater to the need of passengers of Puri-Khurda Road-

Bhubaneswar and Balasore. I would request to Hon'ble Railway Minister through you for introduction of these EMU Trains for the benefit of the passengers.

The Ministry of Railway has introduced an Express Train from Sambalpur to Raipur this may be extended to Puri as this will facilitate a direct link between the capitals of two States. I would also request you that existing Hirakund Express from Nizamuddin to Bhubaneswar which, has been extended up to Visakhapatnam considering its long distance provision of pantry car may be made, introduction of Three tier AC and the frequency of the said Train should be increased from 3 days in a week to daily service. The Hirakund Express may be provided with more coaches in order to cater to the requirement of passengers from Palasa, Berhampur, Chhatrapur and Balugaon.

Visakhapatnam-Nizamuddin Express Train may be increased from three days to daily in a week to cater the need of passengers travelling from Western Orissa to the capital of India. The frequency of New Delhi-Bhubaneswar Rajdhani Express may be increased from 4 days to 7 days in week and these three days the Rajdhani Express may run via Sambalpur, Rourkela and Ranchi. The frequency of Puri-Ahmedabad Express via-Sambalpur and Vizianagaram may be increased to facilitate journey of large number of workers from Orissa employed in Gujarat. It is requested that the frequency of this train via-Sambalpur may be increased to thrice a week and via-Vizianagaram to four days in a week. The frequency of Bhubaneswar-Kurla Express may be increased to three days in week. This train is immensely popular by passengers travelling from Western Orissa. Frequency of Puri-Tirupati Express may be increased to daily service and the time span may be reduced from 28 hrs to 24 hrs in the interest of general public. Since large number of fishermen folk are visiting Puri and have business connections, the Puri-Tirupati Express may be having an additional stoppage at 'Tuni' Railway Station under South Central Railway. Coramondal Express may be stopped at "Guddur station" for the convenience of general public.

### **Establishment of passenger halt at Indradyumna, Puri**

Request was made to Railway Ministry that a passenger halt at Indradyumna near Puri under Khurda Road Division may be established. The Railways had conducted a survey and asked for certain information. Necessary information has been provided to the Railways since long and the proposal is a financially viable one.



[Shri Braja Kishore Tripathy]

however, no progress has been made so far in this regard. The necessary of sanction for establishment of a passenger halt at Indradyumna may be accorded in the budget 2008-09.

#### **Passenger Amenities**

Sir, Ministry of Railways was requested for increase in passenger amenities for Orissa as with the creation of East Coast Railway and with establishment of its Headquarters in Bhubaneswar the expectation and aspiration of people of Orissa for better infrastructure developments of the stations has been increased. The Ministry of Railways was requested to improve passenger amenities at Puri, Titlagarh, Rayagarha, Raigarha, Koraput, Kessinga, Chatrapur, Balugaon, Jaleswar and Bolangir Stations. The Ministry is also requested to further increase computerized network for reservation at Kuhudi, Kalupadaghat and Chhatrapur of Orissa. Though PRS-cum-UTS has been sanctioned for Sakhigopal, Khariar Road and Soro stations, this has not been made operational. This may kindly be expedited. Janakideipur Railway Station under Khurda Division may be developed as a full-fledged Railway Station to cater for a large chunk of people. The 214 down and 213 up Puri-Cuttack passenger train, the only train which is helping the service holders and daily commuter may be provided with additional coaches as the number of commuters have increased causing immense difficulty to the daily passengers.

#### **Introduction of Pantry Car**

Some long distance trains originating from Bhubaneswar-Puri are not provided with Pantry Services. Ministry of Railways is requested that pantry car services for Bhubaneswar-Bangalore Express (8415/8416). Bhubaneswar-Kurla Express (1045/1046) and Puri-Tirupati Express (8439/8440) may be provided. Necessary provision for funds in this regard may be made in the Budget 2008-09.

#### **Coaching Terminals**

Sir, Orissa has only one coaching terminal at Bhubaneswar, which is land locked and inhibits expansion. This terminal should be expanded in order to accommodate more number of Trains. The Coaching Terminal at Puri has been closed. Hon'ble Chairman Sir, I would request to Hon'ble Railway Minister through you for setting up of coaching terminals with revival of one at

Puri and in order to accommodate more number of trains. Proper coaching terminals may be developed at Berhampur, Sambalpur and Koraput also.

Sir, I would request the Hon'ble Railway Minister through you to kindly substantially increase from the present allotment in the Railway Budget 2008-09 for completion of ongoing railway projects in the State of Orissa which will fulfil the expectation and aspiration of the people of Orissa and culminate in economic growth and prosperity of the State.

SHRI ALAKESH DAS (Nabadwip): Mr. Chairman, Sir, our party CPI (M) have welcomed the Railway Budget. Obviously it has some positive seps. Good fruits have come in the Railway Budget, but it is to be seen whether people get these fruits. The success lies in the full implementation of the Railway Budget. We are apprehensive about it because earlier the hon. Minister gave an assurance that the Calcutta Metro would be extended up to Dakshineshwar which is an international pilgrim centre. The survey has been completed, estimation has been done, but there is no word about Calcutta Metro extension and allocation of funds in this Railway Budget. That is why we are apprehensive. Therefore, the hon. Minister should follow up on his assurances.

Sir, we are happy that the Railway Budget has shown a path of reduction in railway fares for all classes of passengers. But one rupee reduction of fares up to Rs. 50 in non-suburban second class is not so effective. The reduction of fare should be more than one rupee in this case.

The licensed porters are very happy about the announcement made in the Railway Budget about their promotion. But the Minister should follow up with early implementation of this announcement. Otherwise, it will remain an announcement because there are still 1.50 lakh vacancies in the Indian Railways. Then, there are contractual workers who are working hard for the prosperity of the Indian Railways. You cannot ignore their services for the prosperity of the Indian Railways. Why should they not be absorbed in the permanent nature of jobs?

The hon. Railway Minister has made a magic by bringing down the operational ratio to 76.3 per cent and the Railways are committing a profit of Rs. 23.70 in its earning of Rs. 100. So, the Railways is in a good economic position. But I would like to know whether it

has been translated into the people's service in the Railway Budget.

The proposal of 350 kms of new railway lines, 2,150 kms. of gauge conversion, and 1000 kms. of doubling will not meet up the expectations of *aam Admi*. There is no planning and target of electrification of railway lines. I would like to say that lack of planning can also be seen in a project in my constituency, that is, Nabadweep (SC) in West Bengal where one gauge conversion from Shantipur to Krishnagar and Krishnagar to Nabadweep - Nabadweep is well known as the birth place of Shri Chaitnya and is also a well known international pilgrim centre — one doubling from Kalinarayanpur to Krishnagar and other of establishing a new line from Krishnagar to Charatala have been tied up in a single project.

I, along with Chairman of Railway Standing Committee, repeatedly wrote letters to hon. Railway Minister to make them separate and to allocate them separately. But this year also it is in vain. This year, hon. Railway Minister went to Krishnagar and laid the foundation stone of a new line, it is a part of Krishnagar to Korimpur, that is Charatala, but he failed to keep his words in the Budget. He actually went to Krishnagar just three months back and in three months he forgot that he laid the foundation stone there.

Safety, security and punctuality are the three foremost words in the Railway service. But on the day the Railway Budget was presented to the House, seven major trains ran late from 30 minutes to 24 hours. There is no safety word for trains in the Railway Budget. Recently, the trains have become the targets of terrorists. No precautionary measures have been taken by the Railways.

There is also a dangerous move to privatise some sectors of Indian Railways in the name of Public-Private Partnership. Container services, wagon leasing policy, and new wagon investment schemes, improvement of four stations by private entrepreneurs, etc. cannot be welcomed.

I want to mention that Sealdah and Howrah stations should be made world class stations by the Indian Railways on its own initiative. The Railways should not give diesel engine locomotives, coach factories in the hands of private entrepreneurs. The Railways are not taking the responsibility of Burn Standard and Braithwaite in West Bengal.

In the Budget, West Bengal is deprived of so many things. Ten new *Garib Rath*s have been introduced but none from West Bengal. Why? I would like to know are there no *garibs* in West Bengal. Out of 53 new trains introduced, West Bengal got only three new trains. I wrote a letter and requested for a train for thousands of visitors to Hazarduari. A train from Sealdah to Murshidabad for this purpose have been introduced, but that is once a week. I would like to request the hon. Railway Minister that that train should be made daily. I would also like to mention here that out of ten trains, whose frequencies are increased, only one is from West Bengal. Sir, we have not got any new schemes in the last four years. All the implemented projects are of previous hon. Railway Minister's projects.

They are talking of development of backward areas, but where is the Jhargram-Purulla rail line, where goes the Majherhat terminal. It is well known to all that industrialisation process is going on in West Bengal and for this railway infrastructure development is required. But the hon. Railway Minister has not mentioned anything about the infrastructure development. The Railway Minister has not paid any attention to it.

We asked for a superfast train from Sealdah to New Jalpaiguri because North-Eastern gateway is now Siliguri. So, for Jogithapa to Mynaguri about 630 kms. of railway track is required and only 60 kms. of railway track has been assured. We talked about Bharat-Bhutan new railway track, but that is also not there in the Railway Budget. There is no mention of Balurghat hilly railway in the Budget. We talked about Bankura-Ranibandh Railway line, but there is no sign of it in the Railway Budget. I would like to mention here that as far as the model station Ranaghat is concerned, that is not implemented fully. I want to mention that Kalyani station in the Eastern Railway Section should be made a model station. As far as EMU coach is concerned, it was told that in the earlier Budget from Bongaon to Ranaghat, from Kolkata to Bongaon and from Kolkata to Kalyani, all the trains will be of 12 coaches, but there is very little sign of 12 coaches train in this Budget.

Signalling system is very poor; trains are running very late. So the Railway Minister should talk about this. I would also like to say to the Railway Minister that the responsibility of the Railway over-bridges should be of the Railways; it should not be on the State Governments. There is a Bandel-Katwa electrification programme but it is not going very well. The Bandel-Katwa line electrification

[Dr. Alakesh Das]

should be completed. I would again like to say that the gauge conversion from Shantipur to Nabadwip should be made. That is in my constituency.

I have got many more points regarding the Railway schemes; I would like to lay my speech on the Table.

\*Sir, MPs from West Bengal was demanding to give license to Hawkers. People who comes from East Bengal in the time of partition by getting no jobs became hawkers and settled in the railway stations for sellings the products which were the need of the passengers. But in this railway budget, Railway Minister have told nothing about licensing of hawkers.

Railway should run shuttle train from Ranaghat to Krishnagar, Ranaghat to Santipur in the Eastern Railway Section.

As a member of consultative committee, I repeatedly asked about 2 new stations- 1. Gungia between (Chakdah and Payradanga) 2. Coopers (Ranaghat and Gangnapur). Hon'ble Railway Minister agreed and asked the railway officers to make implementation of that. But Railway is taking 2 years time to establish to stations. Railway should quick implement these stations.

I also demanded to introduce a computerized reservation centre in Bagula Station. I think railway authority would materialize it.

People are hardly in need of ROB in Ranaghar Ratshtala, Chakdaha, Railway should take total responsibility of it.

In my constituency Railway should run chakdaha local. I am also giving proposal of new line from Kalyani to Haringhata. Because one is industrial growth town and another is from agricultural point of view very enriched town. I sincerely hope that these demands will be met up.

I am also expressing my demand for the immediate implementation of running the train from Kolkata to Bangladesh. I also request Hon'ble Railway Minister to make a stoppage of train in Ranaghat junction.

Santipur is a world known textile centre. I request railway authority to make a exhibition centre as well as a selling centre of textile materials in the Santipur Station.\*

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\*... \*This part of the speech was laid on the Table.

[Translation]

SHRI NAVIN JINDAL (Kurukshetra): Sir, I am grateful to you for giving me an opportunity to speak on the Rail Budget this year also like last year. I strongly support the Rail Budget and I congratulate the hon. Minister as he has presented a historic budget under the guidance of the hon. Prime Minister and Chairman of UPA hon. Sonia Gandhiji. Passenger fares have been reduced in this budget.

Before UPA came to power, the railways was reeling under financial crisis and it was not in a position to give full dividend on its paid up capital to the Government of India. It is a matter of happiness that operative ratio which was 98 percent earlier has come down to 76 per cent during last four years and the profit of railways has also surged. During past four year our railways have earned a profit of approximately Rs. 68 thousand crore. Railway dealing with the passengers has also improved a lot. I would like to congratulate all the employees and officers of railways for its success and progress made by it and I hope that in future also they would also keep working with same zeal and efficiency.

Mr. Chairman, Sir, so far as passenger amenities are concerned, I would say that there has been a lot of improvement in this regard. But if we compare these with eastern countries such as China, we find that their stations are far superior to even our airports. Still, I am fully confident that soon we would make further progress in this regard. Train run on time in European countries and we need to make more efforts to ensure that all our trains run on time.

It is a welcome step that the toilets in our trains would be made discharge free, i.e. green toilets. I think it is much needed. This task should be completed before Eleventh Plan because the human waste should not be discharged in open. Second thing I would like to appreciate is construction of high level platforms and at some of the stations it would be from low level to medium level. My submission is that if all the platforms are made high level at one go it would benefit the people move.

Safety of passengers is trains should be accorded top most priority. In this regard, the hon. Minister has informed the House that 6000 vacant posts of constables and 1000 post of Sub-Inspector in RPF will be filled up

by May. Five percent post of constables and 10 percent post of Sub-Inspectors have been reserved for women candidates. My submission is that in place of five percent at least 25 percent seats should be reserved for women.

Sir, most of the time is wasted on level crossings. At crossing people have to wait for half-an-hour and sometimes even upto one hour whereas, in other countries gates are automatically closed half-a-minute or one minute before arrival of the train and gates get opened when the train has passed. I urge the hon. Minister to man all unmanned crossings or install automatic system so that wastage of time can be avoided. When gates remain closed for long people take unsafe method to cross the rail line.

The construction of over 500 rail bridges and rail under bridges is under progress with 50:50 contribution of State Governments in this regard, I would like to draw attention of the hon. Minister to an ROB in my constituency Kurukshetra. The work on ROB level crossing number-32 B, which is near Kaithal Grain Market has been stopped for quite some time. I would urge the hon. Minister to resume the said work at the earliest.

Secondly, I would like the work on ROB level crossing number-98B2 on Radore—Yamunanagar Road to be started expeditiously. Third, the work on ROB level crossing number-98AC on Shahbad-Thol Road should also be started early.

Sir, in 2005, I had requested for Yamunanagar-Patiala Railway line. Its engineering-cum-traffic survey was completed in December, 2005. I have been informed that the said line would be unprofitable with negative returns. I again urge the hon. Minister that by the time the line gets completed the route would turn profitable. It is the demand of the people of entire Haryana including my constituency, Kurukshetra. It should be reconsidered as to how the work can be taken up. If there is a delay in it, then at least Jagadhari-Kurukshetra line should be laid alternatively. It would immensely benefit the people.

The hon. Members are aware that there is ample scope of industrialization in Jharkhand and Orissa and new units are being set up there. If the existing network in the State is expanded and more new lines are laid it can immensely benefit the railways. Some of my colleagues from Orissa and Jharkhand have also made the same demand, but I would like to add into their demand that the laying of Dayatari Sukhinda-Talcher line,

assigned to Rail Development Corporation Ltd., should be completed at the earliest. The said corporation was allocated Rs. 600 crore for laying Haridaspur-Paradeep line, but the corporation has spent only Rs. 90 crore. Its deadline is 30th June, 2008. I would urge that the work should be completed expeditiously.

Adding two-three points about my constituency Kurukshetra I would like to conclude my speech. Kurukshetra-Narwana line passes through densely populated parts of Kurukshetra. People living on either side of the tracks face lot of problem. Two-three railway crossing on this stretch are closed for hours. My submission is that if a by-pass is constructed in place of the existing one, it would provide respite to the lakhs of devotees who come here at the time of solar-eclipse. Shifting of existing rail line would render the land vacant which can be used for commercial purposes and the expenditure incurred on laying new line will be off-set, rather, commercial use will generate more money than the expenditure incurred.

Last year, the hon. Minister had said that Kurukshetra will be made a modern station in place of a model station. But nothing has been done in this regard so far. Sir, through you, I would like to urge the hon. Minister that Kurukshetra should be made a modern station soon. The people of Kaithal have been demanding for long for a direct train to Delhi. Now, they have to come via Kurukshetra. Many a time, when they reach Kurukshetra, they find that Delhi bound train has already steamed off. My submission is that till a direct train is provided from Kaithal, Kurukshetra-Delhi train should wait till arrival of the train from Kaithal.

My last point is concerning Narwana-Kurukshetra line. A proposal for its electrification was approved in 2006-07 with an estimated cost of Rs. 18 crores but the work on the said line has not been started so far. Through you, I would like to request that the work on this line should be taken up urgently. I feel that the sanitary conditions at most of the stations in the country are horrible. The Government should take steps to ensure cleanliness at the stations.

In the end, I would like to thank the Chairman of UPA Shrimati Sonia Gandhiji, hon. Prime Minister Dr. Manmohan Singh ji and hon. Minister of Railways Shri Lalu Prasadji for presenting a historical budget.

[English]

SHRI E. PONNUSWAMY (Chidambaram): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity to participate in the discussion on the Railway Budget for the year 2008-09.

At the outset, I would like to congratulate our hon. Railway Minister Shri Laluji, who is ably assisted by not only his Ministers of State but also the entire team of 14 lakh employees of the Ministry of Railways, which is the oldest and the biggest asset of India.

Shri Laluji has proved not by his appearance, although he is appearing to be a very light-hearted man, but he has proved his mettle in presenting a brilliant Budget. The Press calls it a jewel in the UPA crown. Some people call it as a populist Railway Budget and others call it as an election-oriented Railway Budget. But whatever may be the adage or attribute, the Railways have proved that they can do wonderful work given the opportunity, taking the people's interest in heart.

Sir, not only he has created the infrastructure but he has also proved that he can save money to the tune of Rs. 25,000 crore. More so, he has improved the system in creating the infrastructure and also the functioning of the Railways.

The people of Tamil Nadu, particularly, will be very grateful to Shri Laluji for giving a free hand to the Minister of State Shri Veluji. It was after 46 years that Tamil Nadu had been given any Railway Minister at the Centre, when Shri A.K. Murthy was made the MoS. He had changed the face of the railway stations in Tamil Nadu overnight, because he was also given a free hand. The people of Tamil Nadu suffered for nearly five decades without any facilities or infrastructure there. He was given an opportunity as an MoS in the year 2002, and he had proved that he could do something useful. Now, in this term, Shri Velu has been given the opportunity. We all know in this august House in regard to giving an opportunity to an MoS, that not many Cabinet Ministers give a share to their MoS in participating in the decision-making process. But Shri Velu was given an opportunity to prove his mettle as an administrator, which he had taken it very seriously, and he has proved that he can do wonders.

Sir, in Tamil Nadu, for the last 50 years, the people had suffered without any infrastructural facilities. But now,

at the instance of our beloved leader, Dr. Ramadassa Ayya, Shri Veluji took it very seriously by taking steps, paying more attention to the whole of India, particularly, to the State of Tamil Nadu and other Southern States, which are lacking infrastructural facilities.

Sir, as a whole I would like to appreciate the Railways and the Railway Budget. But I would also like to suggest a few points for their kind attention.

17.00 hrs.

Firstly, the inordinate delay in running of the trains is there. Even as a Member of Parliament, who travels most of his time to the constituency by train, I find it very difficult to travel on time. There is delay of hours together. I brought this to the kind attention of not only Shri Laluji but also to the attention of Shri Veluji and they are not able to do anything till date. I would like to request them to do something to correct this.

Secondly, as they say prevention is better than cure. But the cases of accidents, in spite of generation of good income and more opportunities to fulfil the needs of the poor people, are increasing. The number of accidents that are taking place is unprecedented. More deaths are taking place and they are increasing day by day. We should do something seriously. I would request our hon. Minister of Railways Shri Laluji to pay special attention and to see that the safety measures are in place and do more work in saving the precious lives of the people.

My third point is on sanitation and healthcare. If you travel throughout India, most of the places where I travel, especially in the Northern India and North-Eastern Region, the stations are very dirty. Wherever you go, the railway stations are totally like dustbins. I do not know the reason. Some 14 lakh people are working in the Railways. This is the greatest asset of India. If the stations are not properly cleaned and maintained, we cannot boast of any improvement or development of our nation. Sir, I would like to request our hon. Minister of Railways Shri Laluji who is more interested in feeling the poor people's pangs and pains, and who can do wonderful things in changing the situation, as he has changed the overall situation of the Railways, to look into the same.

Sir, finally I have a few points. I will not take more time of the House. The Railways can provide the facilities to the passengers to carry their own luggage like the facility provided in the airports. It is a best method, not

to depend on anybody and without creating a chaotic situation in the railway stations the passengers can attend to their own needs. This facility can be provided.

The other one is that bus facility from railway stations to important places connecting cities or the villages is to be provided. In cities like not only Chennai but all cosmopolitan cities and all the metropolitan cities, people find it very difficult to take the mode of conveyance available and it is not possible for them to reach home in time. So, the Railways can provide, in coordination with the respective State Governments, the bus transport facility to the people from the railway stations to all the points.

Sir, I have one more point to make on the first-aid and treatment. The first-aid are urgent and immediate treatment is to be provided to the people affected in any accident etc. By providing this facility, such affected people can be attended to immediately. This organization is not only a famous one but a largest one and steps can be taken to attend to the needs of the people, particularly those who are poor and in need.

Finally, I would like to congratulate the hon. Minister Shri Laluji and his efficient team of Ministers of State supported by the whole staff. They can still take very effective steps to better the situation for the development of the nation.

*[Translation]*

\*SHRI BHAILAL (Robertsganj): I would like to draw attention of the hon. Minister of Railways towards certain major problems with regard to railways concerning my parliamentary constituency.

Robertsganj, Sonebhadra and Mirzapur is an industrial area. There are thermal power plants, hydel power plants and coal mines at several places in this area. Hindalco's aluminium plant and many cement factories are also located in this area. There are a large number of engineers, employees and officers in this area but the area is deprived of railway facilities. It has rail network for namesake. My submission is that if Prayagraj Express is extended beyond Allahabad upto Shaktinagar, Anpara, Renukut, Robertsganj, Chunar and Mirzapur the people of Sonebhadra district will get rail connectivity to Delhi

and Lucknow. At the same time the railways will also earn revenue from it.

I, therefore, urge the hon. Minister to provide good rail connectivity to New Delhi and Lucknow for the people of Shaktinagar, Robertsganj, Sonebhadra under my parliamentary constituency.

SHRI CHANDRA PAL SINGH YADAV (Jhansi): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on Rail Budget. The hon. Minister has presented a budget containing complex numerical jugglery just to gain popularity. The budget has been prepared just to show profit figuratively. It has been twisted in a way just to reflect the profit. Crores of countryman daily travel by our trains but we are well aware of true picture of our railways.

Passenger amenities are on decline day by day. The trains are in such a condition that we find rats, bugs, mosquitoes etc. in each train. Sometimes, it becomes difficult to travel. The bedroll supplied in train is often so dirty that we can't even use it.

So far catering is concerned, what to speak of normal trains, the standard of catering is declining even in Shatabdi and Rajdhani Express day by day. While travelling in Bhopal Shatabdi, I observed that same menu is repeated for 365 days. I would like to say that in place of presenting the budget containing numerical jugglery, it would have been better if attention was paid to new projects and creation of passenger amenities. No doubt, the number of trains have increased greatly, but whether our present network has the capacity to accommodate them. It would have been better if attention was paid to augment the capacity. If the issues like sanitation at our stations, which are not clean, had been addressed in the budget, the budget would have been far better.

In the present era of competition, the tourist from across the world are coming to India. If we provide them such trains for journey, I do not think they would like to travel by them. Today there is a need for providing trains with world-class passenger amenities. The train accidents and looting of passengers has become a common affair, so there is a need to give serious attention to it so as to check it. Most of the rail bridges have outlived their age. Any day an accident may occur because of these old bridges. Therefore, it would have been better if this aspect has also been taken into account while preparing

\*Speech was laid on the Table.

[Shri Chandra Pal Singh Yadav]

the budget. Today, on this occasion, through you I would like to say that the constitutional experts separated Rail Budget from General Budget, because India is a very big country. People face difficulty in travelling to and fro. One part of the country has hilly terrain, whereas, on the other side there are rivers and in these conditions train is the most suitable means of transportation. Though, India is a predominantly an agricultural country, yet there is no separate budget for agriculture, whereas, Rail Budget is presented separately. For the last some years, the different Railway Ministers introduced more new trains for their home State and that is why, more trains have been given to Bihar. Though Uttar Pradesh is the largest State, yet I am sorry to say that it has been grossly neglected. No project have been announced for it. I hail from Bundelkhand which is a quite backward area and it has been neglected even after the independence. No one has cared for it. I was hoping for change since Laluji has a rural background and has a caring attitude for the backward areas, but he too, did not pay any attention to it.

Bundelkhand played an important role in country's struggle for freedom. Not only the Indians but foreigners also remember the name of great warrior Maharani Laxmibai. I feel such a State has been neglected constantly.

Mr. Chairman, Sir, through you, I would like to draw attention of the hon. Minister to the problem concerning my constituency. The survey for doubling of Jhansi-Kanpur line has been completed but work has not been started thereon so far. Trains arriving from south and headed to Bihar, Lucknow or Poorvanchal ply on this route. In absence of doubling of the said rail line these trains run late by hours and always reach their destination late. Therefore, my submission is that the said route should be doubled at the earliest.

Mr. Chairman, Sir, laying of Lalitpur-Singrauli rail line was announced some years back. The work on it has been in progress for the past 10 years but it has not been completed. My submission is that the pace of work be accelerated. One-third part of this line falls in U.P. and two third in M.P. ... *(Interruptions)*

MR. CHAIRMAN: Please do not go in details, be brief.

SHRI CHANDRA PAL SINGH YADAV: Sir, the work has been going on at snail's pace. If said work is not completed in time, the people will have to face problems.

Mr. Chairman, Sir, a coach maintenance factory was proposed to be set up in Jhansi at the time of constitution of North Central Railway Zone. I had raised the question in this connection in the last session too. A positive reply was also given by the hon. Minister but there is no mention of that in this year's railway budget. Hon. Minister may please give a reply as it will be beneficial to the people of that area.

MR. CHAIRMAN: Please, conclude now, you have already taken ten minutes.

SHRI CHANDRA PAL SINGH YADAV: Mr. Chairman, Sir, I will conclude in just two minutes. Jhansi is a historic city where tourists come from far away places but they have to face a lot of problems due to lack of facilities. Intercity Express plies between Jaipur and Gwalior. The tourists going to Khajuraho will be facilitated if this train is extended upto Jhansi. Jhansi-Kanpur Intercity Express should be extended upto Lucknow. Bhopal-Lucknow Express, which runs thrice a week should be run daily. Mr. Chairman, Sir, hon. Railway Minister has provided stoppages at Mathura and Morena for the Bhopal-New Delhi Shatabdi Express but I would urge him to provide its stoppage at Lalitpur which is district headquarters. Sachkhand Express should also be provided a stoppage at Lalitpur. Jhansi has no flyover though three railway lines pass through there. I request that a flyover should be constructed at Sikri Bazar and Lalitpur Road. ...*(Interruptions)\**

MR. CHAIRMAN: Now your speech will not go on record. Shri Tapir Gao.

SHRI TAPIR GAO (Arunachal Pradesh): Hon. Mr. Chairman, Sir, heaps of praise are showered on Laluji during the discussion in the House on the Railway budget every year. But, perhaps, I am the only Member in the House who feel dizzy after hearing about the tremendous progress made by the Railways and seeing a lot of shortcomings in the Railways.

Sir, connecting every part of the country with railway line should not be decided on the basis of economic viability. It is important for the national unity and national security. I want permission of the House to speak in clear terms that this House should allow the Arunachal Pradesh Government to have railway connectivity with China also if the state is to be linked with railway line. Even after 60 years of independence, Arunachal Pradesh has not been connected with railway line till date. I have

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\*Not recorded.

been raising this issue in the House for the last four years but I do not understand why it is not reaching Laluji's and Naran Bhai Rathwaji's ears.

Today, I am hearing about the success of the Railways but it is a grave mistake and against the interest of the country not to link the northeastern States and particularly Arunachal Pradesh, with the railway. China is laying claims over Arunachal Pradesh today. Our PM Dr. Manmohan Singh has not uttered even a single word that Arunachal Pradesh is a part of India. Pranab Dada has said it. It is necessary to link Arunachal Pradesh with railway in order to retain it as a part of the country. Linking Arunachal with railway means to join it with India and with the national unity and security. Every year he prepares railway budget but not a single rupee is being allocated for Arunachal Pradesh. I had given a proposal to Laluji last year that if Arunachal Pradesh is not to be linked with the railway then some portion of the railway budget should be provided to those States which do not have railways and this money should be used to build roads, bridges, hospitals, schools etc. there. Otherwise, a Member from Lakshadweep, Andaman-Nicobar, Sikkim, Mizoram and Arunachal Pradesh should be appointed as Railway Minister. If Laluji confines himself only to Bihar, then an MP from these States should be made Railway Minister so that these States can also be linked with the railways. ...*(Interruptions)*

I would like to tell clearly that I can show the way to the hon. Minister if he feels uncomfortable in linking Arunachal Pradesh with the railways. Linking of Murkong Selek with Posihat was included in survey and investigation last time but there is no mention about it in this budget. Same is the case with Rupai to Parshuram Kund. If this is the situation, then how are you going to face China? China defeated our troops in the 1962 war due to lack of railway connectivity. Hon. Minister should note my point if Arunachal Pradesh is to be linked with the railways. Bogibeel bridge to Murkong Selek and Posihat should be connected with broad gauge because you do not even have the map to connect Rangia to Murkong Selek with broad gauge and because of which the desired progress is not being made there. You should have included railway line from Rupai to Parshuram Kund in this budget but you have not. Provision should have been made for this too in the budget.

There is a popular Tiger Project Wildlife Sanctuary Namdapha in Miao which also has coal and oilfields. You should extend the Margarita to Miao line by 15 kms.

which will facilitate the tourists to Namdapha Wildlife Sanctuary. Margarita should be connected with the Nampong railway line. The Stil well road there, being constructed by the Transport Minister, can be connected with the South East Asia under the Look East Policy. You should, therefore, connect Margarita to Nampong, a distance of 25-30 kms. with the railways which can be connected with the South East Asia and China in future. I congratulate hon. Prime Minister for inaugurating 20,000 MW multipurpose hydropower project, Dibang. But, there is no bridge on the river Lohit for this project. So, how will all the equipment for generating 20,000 MW hydropower be carried over there? I, therefore, demand to link Daula to Roing with a railway line. How will you generate 20,000 MW power when there is no bridge? Railway Ministry and Power Ministry should be concerned about it. There should be a broad gauge line from Rangia to Murkong Selek. Hon. Railway Minister himself knows how much progress has been made there, therefore, this work should also be expedited.

Sir, providing railway connectivity to Arunachal Pradesh in the North East is a matter concerning national security. Arunachal is the only State, which has the potential of generating 75 thousand MW power. But in absence of rail connectivity how the machinery and other items can be moved there. Therefore, in view of national security and also its huge potential for power generation the Government of India should connect the State with railway. When China can lay a railway line at an altitude of 1700 metre why can't a great nation like ours connect Arunachal with railways? Lalu has called our rail network an Indrajala, so why its boundaries should be conferred to Bihar, let it be extended upto Arunachal Pradesh.

Sir, concession in fare has been granted to students, senior citizens and women. But it is like a fairytale for the people of a State devoid of rail network. Earlier also I have demanded that budgetary allocation should be made for such States also so that the work can be taken up there. UPA Government is propounder of Look East Policy. India should have connectivity with South East Asian countries. The Government has provided air connectivity but nothing has been done to provide rail connectivity. Therefore, my submission is that if the Government wants to work on South East Asia policy and Look East policy, then the Government should carry out work in northeastern States, through which we can even have rail connectivity with Burma and Thailand ...*(Interruptions)*



[Shri Tapir Gao]

Sir, I will make a last point and conclude.  
...(Interruptions)

MR. CHAIRMAN: Alright, you conclude.

SHRI TAPIR GAO: Alright, I am concluding. The M.Ps. from northeast demand expeditious completion of Bogibeel bridge. The Railway Ministry invited tenders thrice for construction of pillars of said bridge and every time tenders were cancelled. Who is behind cancellation of the said tenders, what are its reasons, which lobby was behind it? It is against the interests of north eastern States. The hon. Minister will have to explain why it all happened? My submission is that the pillars for Bogibeel Bridge should be constructed at the earliest.

Sir, I am concluding. If I were Hanuman I would have opened my chest and shown what the people of northeastern States think about the hon. Minister of Railways. No development has taken place there. I am the only person who has opposed the rail budget totally. I am thankful to you for having given me an opportunity to speak.

[English]

\*SHRI IQBAL AHMED SARADGI (Gulbarga): I would like to thank the Chair for giving me this opportunity to participate in the discussion on the Railway Budget, 2008-09.

I whole-heartedly welcome the Railway Budget, 2008-09 presented by the Hon'ble Railway Minister, Shri Lalu Prasad. Sir, it is a matter of great pleasure and satisfaction that the Railway Budget covers all sections of the society. It is a historic situation when the Hon'ble Railway Minister has presented a profit-making Budget for the last five years without any increase in the passenger fares/freight charges otherwise it has always been a deficit Budget. It is for the first time that you have reduced passengers' fares in almost all the classes.

Secondly, you have introduced several new Railway trains including the Garib Rath which is very useful for the common man who cannot afford luxurious trains. It is also a matter of satisfaction that you have been considerate towards the women senior citizens by reducing the fare by 50%. It is a great gesture towards them. You

have also provided concession for the students. It is for the first time that the Railway Minister has been considerate towards coolies also by providing them the job of Gangman in a particular category. Hence, I support the Railway Budget, 2008-09.

I would briefly draw the kind attention of the Hon'ble Railway Minister on the following issues concerning my constituency, *i.e.*, Gulbarga, which need your urgent attention: -

- (i) Some time ago, around 20 MPs from Karnataka represented to the Minister for setting up of an Office of DRM at Gulbarga which is Divisional Headquarters of Railways. We have been demanding this off and on as Gulbarga receives more trains than any other nearby Railway Station but somehow it could not be accommodated. I, therefore, demand immediate decision in this regard.
- (ii) The on-going Railway project between Gulbarga and Bidar had not been allotted adequate funds thus the project is getting unduly delayed. It is one of the important Railway lines between Gulbarga and Delhi via Hyderabad-Karnataka area. If the completion is expedited, it would reduce travelling time almost by five hours and promote trade and industry in the area. I suggest for grant of additional funds for this project.
- (iii) There is a long pending demand of this region for introducing a new Shatabdi train between Sholapur and Bangalore via Gulbarga. If this train is introduced, it would cover about three-fourth area of Karnataka.
- (iv) Railway line between Sholapur to Raichur has been doubled but some area has not been covered yet which is causing delay in the scheduled timings of the train. I, therefore, request that these left over pockets may also be doubled for the convenience of the running of the trains and the public of the area.
- (v) Hyderabad is the nearest Metro city from Gulbarga where the trade and industrial community has business interests for which they have to travel on regularly between Gulbarga and Hyderabad. At present, there is one passenger train running between Wadi Junction and Hyderabad. I would suggest that this train should be extended upto Gulbarga which could be converted into inter-city train between Gulbarga and Hyderabad for the convenience of the passengers of the area and commercial interest of the business community by and large.

- (vi) Recently, one Garib Rath train has been introduced by you between Hyderabad and Bangalore which is passing through my constituency of Gulbarga but no stop over has been provided at any of the Railway Stations, *i.e.*, Chittapur, Sedam and Yadgir thus leaving this already neglected and under-developed region uncovered. I, therefore, appeal to the Railway Minister that this train may be provided a stoppage at Sedam or Yadgir at least.
- (vii) At present, two Rajdhani Trains operating between Delhi and Bangalore which pass through Andhra area. I request that one of the Rajdhani Trains should operate via Manmad, Dhodani, Gulbarga, Raichur and Bangalore. It would thus cover some more areas of the Karnataka State. Sir, Gulbarga is a historical and religious place for the pilgrims of both the communities, *i.e.*, Hindus and Muslims. It has a Dargah of Hazrat Banda Nawaz, Sharan Bhasheshwar and Dattatriya Temples where lakhs of pilgrims visit throughout the year. Since, Gulbarga Railway Station lacks basic communities, they have to face a lot of bitter experiences. It is, therefore, utmost essential and urgent to upgrade this station in the larger interest of the local public as well as the pilgrims at large who come here from all corners of the country.

With these words, I once again extend my heartiest greetings to the hon'ble Minister for his pro-poor Budget and expect him that he would pay a humane approach on my above-mentioned genuine and urgent demands.

[Translation]

\*SHRI BHUPENDRASINH SOLANKI (Godhara): Sir, I rise to oppose the Railway Budget presented by the hon. Minister of Railways. I feel the future development of the railways has been put at stake in order to gain popularity. I have noticed that the hon. Minister has not done anything special for the development of infrastructure in the railways during the previous four budgets and the present one. the work of panel-interlocking, signalling and track renewal has come to a standstill. Announcements were made regarding dedicated freight corridor and Loco wagon workshop, but these projects could not take off.

Meanwhile, existing infrastructure has been exploited fully. The rolling stock procured and tracks constructed under Special Railway Safety Fund with a corpus of Rs. 17 thousand crore created during the tenure of the previous Minister have been utilized beyond capacity. Huge amount lies unutilized under the head of passenger amenities but it is neither being utilized properly nor has corruption been checked. In the previous budgets he announced a cut in passenger fares, whereas, the foot remains that he increased it upto 50 per cent during this period. He added 8 percent safety surcharge in fares, doubled cancellation charges, withdrew the facility of onward journey and increased fares in another 200 trains in the name of superfast charges. There are several other examples of this kind. He increased the period of advance reservation and added the likely revenue of first quarter of the next fiscal in this year's budget so as to reflect more profit. He has fully exploited the available resources and when nothing was left, railway property was put up for sale in the name of public private partnership. Office site near Delhi Railway station has been sold for Rs. 5000 crore. Nearly 125 plots of railway land are up for sale in many cities including Delhi. It is as good as selling ancestral property. Container service has already been opened for private sector. Licence fee has been charged in lieu thereof, no matter if it has adversely affected CONCOR.

The bitter truth is that the railways which earns thousands of crores of rupees as profit will lose its own property. Some of the newly announced trains, perhaps, may not be able to see the light of the day even during the next decade. Further, passengers travelling in AC coaches throughout the year will have to find out as to in which train fare is less and during which months 2 to 5 per cent rebate can be availed.

Today, the hon. Minister is unable to say which train is popular and which is unpopular. A list is being prepared in this regard. It clearly indicated that the concession available to passengers will only be 3.5% and 2 per cent and not seven percent.

Same is the case with new trains announced by the hon. Minister of Railways. At least nine out of newly announced 53 trains will not be able to run on tracks in the next 10 years. All these trains will start only after gauge conversion and no one knows how much time gauge conversion will take. It is also not clear whether the concession granted in second-class fares will be available in sleeper class as well.

\*Speech was laid on the Table.

[Shri Bhupendrasinh Sotanki]

The hon. Minister of Railways said that private sector will invest Rs. one lakh crore in the next five years. This investment will be utilized for development of stations, creation of multi model logistic parks and in other areas. The railways has envisioned to earn Rs. 4 thousand crore next year through the sale of railway land. The intention is clear. The precious railway land may be sold through Railway Land Development Authority. Apart from it, the entire private investment will be recovered from the public on the lines of toll road. To sum up, the hon. Minister of Railways has presented the popular budget but passed the burden on to the common man. During the next one year, the hon. Minister will bring private investment of Rs. 25 thousand crore which will entirely be recovered from the public later on. It is like daydreaming.

With these words, I demand that the Railway Minister address some problems related to my constituency -

1. Jaipur-Bandra Express, Pune-Indore Express and Ajmer-Pune Express should be provided a stoppage at Godhra. It is a longstanding demand. People staged a demonstration when the General Manager, Western Railway visited Godhra on 22 February, 2008.
2. ROBs should be constructed at two places near Salia between Godhra and Dahod on NH-59.
3. There is a railway line between Godhra and Ahmedabad which has been electrified but no passenger train is plying on it. A passenger train should be introduced there without any further delay.

With these words, I conclude.

SHRI JAI PRAKASH (Hissar): Mr. Chairman, Sir, hon. Lalu Prasadji has presented a very good budget before the House for the benefit of the common man, the poor and the farmers. I support it. Notwithstanding the good work the UPA government may do, our friends in the opposition have made it a point to criticize it. The opposition should appreciate if a government does some good work in a democratic setup but have everything is being opposed be it reduction in fares, laying of new rail lines and/or construction of corridors. I would therefore, like to request my friends in the opposition that they should not speak like this just to mislead the voters. Our senior colleague Shri Santosh Gangwar Sahab is sitting here. I would urge upon him that this budget must be appreciated. Fares have been reduced for the poor and the common man has been connected with the railways. Therefore, it must be appreciated.

Sir, I would like to cite an example during the tenure of the NDA Government. A railway line from Jind to Sonapat was approved during the NDA's rule. The then MP used to repeatedly say that he has got the railway line approved. But now, when I am the M.P. I could not find anything regarding this rail line. Through you, I want to bring to the notice of the hon. Railway Minister that the CM of Haryana has written a letter to the Railway Ministry and perhaps he is the first CM who has offered to bear half of the expenditure for laying the railway line between Sonapat and Jind. I request hon. Railway Minister that the work on this railway line should be started as soon as possible.

Sir, secondly, Hissar is one of the five mega cities built in the country to reduce the load on the NCR. Our hon. PM had announced a year ago in Panipat that a six lane road would be constructed from Hissar to Delhi. I would also like to inform the hon. Railway Minister that Hissar is a very big industrial town. A huge thermal power plant is also coming up there along with many steel industries. A very small stretch of 50-60 kms. from Hansi to Rohtak remains to be constructed to connect Hissar directly with Delhi. If this is constructed then, Hissar will be directly connected to Delhi and one can go from there upto Bhatinda via Parsa. I, therefore, request that Hansi and Rohtak should be connected via Maham.

Sir, thirdly, Railways has built many ROBs but I regret to say that even after having requested many times by the Haryana Government and myself for construction of two ROBs, nothing has been done so far.

There is lot of traffic on NH-71 in Jind because of a large milk plant there where hundreds of trucks are engaged in transportation of milk and milk products. Railway crossing there remains closed for more than two hours. If the Railway Ministry sanctions an ROB there then the Haryana Government is ready to pay its share immediately. Similarly, an ROB should be built at Narwana on the Jind-Bhatinda railway line on NH-65. There is an unmanned level crossing at Hudakhera village on Hissar-Jakhar railway line. It should be manned as soon as possible as the Haryana Government has already built a road there. I urge that it should be manned soon so as to avoid accidents there.

There is a large sugar mill in Jind. Our farmers have to pass through the city to bring their sugarcane crop to this mill which results in accidents. There is Bulana village on Jind-Bhatinda railway line which is just 5-6 kms. away

from Jind. Through you, I request the hon. Railway Minister to build a manned level crossing there Haryana Government is ready to construct a road there. Once this road is built, thousands of farmers will not have to go around 20 kms. to bring sugarcane from their fields to the sugar mill. I, therefore, urge that a manned level crossing be made at Dulani village in Jind.

Hon. Railway Minister had announced in his last budget speech that he will do it next year. Baroda is a religious village of Jainism on Jind-Bhatinda railway line, where the villagers have themselves constructed a platform. I demand that a halt should be provided there.

Through you, I would like to mention a very important point, rather I would make a complaint to the hon. Minister of Railways. Our Government had contributed funds for construction of an under-pass on Hissar-Jakhar railway line. Rs. 70,000 have been deposited for this purpose and we are ready to pay the rest of the amount. However, the underpass has not been constructed till now. Through you, I would like to request the hon. Minister of Railways to construct an underpass at Uchana-Ghaso railway line in village Ghaso. The State Government of Haryana is ready to pay the entire amount of funds for it and half of the funds have already been deposited.

There is no level crossing at village Rajli on Hissar-Jakhar section to move from one side to the other. Farmers have to travel a distance of 25 kms. for transporting their produce from fields to the village. The construction of a manned railway level crossing at crossing number 58/15-59/1 would facilitate the farmers of Rajli village in moving to and fro between village and the fields.

Sir, Hissar-Sadalpur meter gauge line has now been converted into a broad gauge line. Village 'Deva' is situated along this line. Pond, School and hospital are located on one side of this line and the village is on the other. The level of this railway line has been raised by four feet. In the absence of a railway level crossing, neither cattle nor children can move from one side to the other. Therefore, I request him to construct a railway level crossing at village Dhansu on Hissar-Sadalpur section.

In the end, I would like to request the hon. Minister of Railways to fulfil these petty demands of mine. The entire nation is appreciating the railway budget presented by Shri Laluji under the leadership of UPA chairperson Smt. Sonia Gandhi and under the guidance of hon. Prime

Minister. Both the General Budget and the Railway budget are being praised. He will be appreciated more if he does some more works in my constituency. I support this budget.

*[English]*

\*SHRI SANTASRI CHATTERJEE (Serampore): Sir, with your kind permission, I hereby lay my speech on the Railway Budget 2008-09.

1. West Bengal has been badly deprived in this Budget and some projects are to be included. Suggestions have already been placed before the Hon'ble Railway Minister by the MPs of West Bengal.
2. In order to redress the distress suffered by the commuters Howrah and Sealdah Railway Stations need proper attention by opening new lines, arranging extra bogies in local trains, selecting few stations for improvement of services. Serampore, Sheoraphuli, Dankuni, Bandel and Ganai Road Railway Stations merit special attention.
3. Uttarpara Railway Station situated in the Eastern Railway be redesigned as a replica of Joykrishna Public Library with its founder Babu Joykrishna Mukherjee whose 200 years birth anniversary falls in this year and the Library will step into 150 years of glorious existence.
4. As assured by the Hon'ble Railway Minister, a pilot project for the rehabilitation of lakhs of Railway Hawkers be taken up on an emergency basis. The RPF be directed to stop atrocities on the hawkers.
5. One Shatabdi Express may be introduced from Sealdah to New Jalpaiguri.
6. Punctuality of the Superfast trains viz., Rajdhani, Poorva, Kalka etc. is to be ensured.

\*SHRI D.V. SADANAND GOWDA (Mangalore): Sir, the Union Railway Budget 2008-09 presented by Hon'ble Minister for Railways has disappointed the people of Karnataka. Not only 2008-09, even the earlier four budgets presented by the Hon'ble Minister has not given any importance to State of Karnataka. In fact the neighbouring

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\*Speech was laid on the Table.

[Shri D.V. Sadanand Gowda]

States Tamilnadu, Kerala has taken major shares and name in between these two States was brought in budget entirely made to help only to those States rather than Karnataka. The proposal projects could not be completed due to scarcity of funds and Karnataka in toto has totally neglected for the reasons best known to the Railway Ministry.

Even though the State of Karnataka which is the only State which worked jointly with the Railways by cost sharing basis and providing free lands for the Railway lines. In various projects, the State has a cost share from 50% to 67%. In spite of this approach also, the Railway has totally refused to take up to complete projects. The projects like Munirabad-Mehboobnagar, Gadag-Solapur, Shimoga-Taliguppa, Gulbarga-Bidar etc., the State agreed to have 50% cost share where as the most essential projects of Kottur-Harihar and Bangalore Ramanagar track doubling, the State agree to have 2/3 cost share. In spite of the Railway refused to give its cooperation for completion of the projects which, this partiality by the Railway Minister with regard to the State of Karnataka is not known to us. Of course the Railway Minister has expressed this venguen with the State when he visited to Bangalore by calling Karnataka people are ugly people but that is the closed chapter. I do not want to discuss at this stage.

In fact, the projects like Hassan-Bangalore, Kadur-Chikmagalur-Sakleshpur new lines Yashwanthpur-Tumkur, Hospet-Hubli track doubling are the needy projects ought to have taken up decades back are still lagging behind by not providing sufficient funds in the last four budgets. The total feeling in Karnataka and the people of Karnataka is that inadequate budgetary allocations are made Karnataka railway projects has deprived the rights of Karnataka people and these projects are not given much importance. Hence I urge and request the Railway Minister to enhance the over all budgetary allocations for the projects stated above and instruct your officers to implement them expeditiously. Already detail requirements and amount needed for the above mentioned projects are placed before the Railway Ministry in detail by the Government of Karnataka and hence I donot take much time in this regard and the same may be perused and taken as part of my budgetary speech.

I would like to make a special mention with regard to the Bangalore-Hassan-Mangalore Railway Line. In fact after much pressure by the public a long gap of 12 years, the gauge conversion work is completed and passenger

train started commissioning. But the assurance given by the Railway Minister in the year 2005-06 budget to run three trains are still not implemented. It is left only on papers and promise is only a promise. The Bangalore-Arisikere-Mangalore train timing was announced as early as 2005-06 budget but still no attempts are made by Railway. It is a shameful to the Department and Ministry. The long pending request of "Mangalore Division" is one of the essentialities and once promise was given by the Railway Minister are in cold storage. I wish that immediately orders may be passed and Mangalore Division may be commissioned and the proposed Bangalore-Bangalore via Arasikere train which is declared in the 2005-06 Budget may be commissioned. I hope that this is the only connectivity from the State Headquarters to the only Port of State (Mangalore) and thousands of people and million tones of iron ore is transported to the port for shipping may be given much importance as that of the projects in Bihar, the State of the Railway Minister.

Further, the Railway Station in Hassan-Mangalore segment *i.e.* Puttur, Subramanian etc., does not have basic amenities like toilets, restroom (both for male and female) generators (Electricity supply in rural areas) need to be provided at the earliest. This route Bangalore-Hassan-Mangalore is one of the most profits making line which could be verified by getting the particulars from the Railway department.

So, earnestly request the Railway Minister not to show any hostile attitude towards Karnataka as this State is one of the most developing State and which contribute to the development of the country also. I hope that you said that you are the person responsible to make a Prime Minister of country of this State, the same love may be given while making allocations to the State railway projects also. Hope that your will forget the past and consider the request placed by me in the interest of Railway as well as on the State of Karnataka.

SHRI ARJUN SETHI (Bhadrak): Thank you, Sir. I would confine my speech to a few specific problems as the time at my disposal is very limited.

I would like to bring to your notice as well as to the notice of the hon. Minister present here that last year in the Railway Budget two specific projects were sanctioned for the State of Orissa; Sambalpur-Titlagarh and Titlagarh-Raipur doubling. It was also envisaged that these two projects will be taken up by the Rail Vikas Nigam. These

projects come under East-Coast Railway. As you know, Sir, the East-Coast Railway was approved by the Ministry of Railways after a long struggle by the State Government as well as by the people of Orissa.

I would like to bring to your notice a specific action of RVNL by which they have tried to divert the execution of these two projects. All the pre-requisite action, like the survey and the detailed project report, have been done by the East-Coast Railway. But now the RVNL has written a letter - the General Manager PI-1 has written a letter to the Additional General Manager RVNL, Bilaspur - that the execution of Sambalpur-Titlagarh doubling will be done by Kolkata and Raipur-Titlagarh work will be executed by Bilaspur division. This is how the Railway administration, Railway Ministry as also the Railway Board have tried to cripple the work of East-Coast Railways. These two particular lines come under the jurisdiction of East-Coast Railways, Bhubaneswar which has also undertaken the preliminary work like survey and DPR. If I am permitted, I would like to quote his name. General Manager PI-1 has written a letter to the Additional General Manager, RVNL, Bilaspur that these two projects will be executed by Kolkata, that is South-Eastern Railway and also by the South-East Central Railway, whose headquarters is at Bilaspur. This is the case of utter negligence on the part of the Railway Ministry towards East-Coast Railway. When these two projects come under the jurisdiction of East-Coast Railway how can they be executed by the South-Eastern Railway and the South-East Central Railway? This is certainly an action on the part of the Railway Ministry to neglect the State of Orissa and to cripple the working of the East-Coast Railway at Bhubaneswar. How can this particular gentleman write a letter saying that this particular work will be executed by Railways other than the East-Coast Railway?

Another thing I would like to bring to your kind notice. Last year, a sum of Rs. 680 crore was sanctioned for the State. You will be surprised to know that a report has come in the newspaper of Delhi saying that only Rs. 385 crore has been spent and the remaining Rs. 283 crore will be diverted. This is the case of utter negligence on the part of the Railways and discrimination against the State of Orissa. Fortunately, the Railway Minister, hon. Shri Lalu Prasadji is here. I would like to draw his attention to this point. He should clarify this point.

Another point I would like to bring to the notice of the hon. Minister. The East Coast Railway Zone was sanctioned when the NDA was in power and Shri Nitish Kumar was the Railway Minister.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): Please give me a copy of the sanction letter.

SHRI ARJUN SETHI : Which sanction letter?

[*Translation*]

SHRI LALU PRASAD: Please show me the sanction letter. ... (*Interruptions*) You are mentioning in the House that zone was sanctioned, therefore, please show me the sanction letter. ... (*Interruptions*) Please do not mislead.

[*English*]

SHRI ARJUN SETHI: The sanction letter must be with the Ministry of Railways. How can I have that sanction letter? Everybody knows including this hon. House that this particular zone was sanctioned during the NDA regime. ... (*Interruptions*). He is at the helm of affairs. He can find it. ...(*Interruptions*)

SHRI LALU PRASAD: You put up that letter and I will implement it.

SHRI ARJUN SETHI: Sir, I am a Member of this House. How can I go into his Ministry and find out the letter? ...(*Interruptions*)

[*Translation*]

SHRI LALU PRASAD: You can have that letter through RTI if not through routine process.

[*English*]

SHRI BRAJA KISHORE TRIPATHY: At that time, it was announced in the speech of the Railway Minister. Now you have also delivered your speech and made some announcements. So, should we not believe you?

[*Translation*]

SHRI LALU PRASAD: Please furnish that letter.

SHRI BRAJA KISHORE TRIPATHY: It is mentioned in the Railway Minister's speech.

[English]

SHRI ARJUN SETHI: Sir, I will be very thankful to the hon. Minister of Railways if he places a copy of the sanctioned letter on the Table of the House so that everybody could know when it was sanctioned. What is the harm in it? ...*(Interruptions)*

MR. CHAIRMAN: Please conclude now.

SHRI ARJUN SETHI: Sir, the East Coast Railway was sanctioned after much persuasion, demand and also much labour both by the Members of Parliament and also people outside. So, I would request the Railway Minister to see that this particular Railway gets activated fully. Sir, I can place a copy of the letter written by the Rail Vikas Nigam. If you allow me to place it on the Table, I would place it.

MR. CHAIRMAN: You can give it to the hon. Minister.

SHRI ARJUN SETHI: All right. I will hand it over to the hon. Railway Minister.

[Translation]

SHRI LALU PRASAD: Please send the sanction letter.

[English]

SHRI ARJUN SETHI: The letter was issued by the General Manager, Rail Vikas Nigam.

MR. CHAIRMAN: Please conclude.

SHRI ARJUN SETHI: Sir, please give me only one minute.

Sir, my parliamentary constituency is Bhadrak. The Bhadrak station was declared as one of the model stations not only in the State of Orissa but also in the entire Railway stem. Today if anyone would visit that station any time, he would be surprised to see that there is not even platform shelter in the station. There is no lighting arrangements and also all other amenities that are supposed to be there are absent.

One ROB was sanctioned for Orissa in between Boudpur and Bhadrak stations and it was assured by the hon. Minister of State for Railways that it would be completed and operationalised by February, 2008. Today we are in the month of March. So, I would like to request

the hon. Minister to look into these matters and see to it that this ROB is made functional at the earliest.

[Translation]

SHRI SURAJ SINGH (Balla, Bihar): Sir, while presenting the railway budget for the financial year 2008-09, the hon. Minister of Railways has tried to mainly highlight the increase in the annual profit of the railways. He started his Budget speech, by mentioning achievements of the railways in regard to making profits. Though this is the budget for the year 2008-09 but he has tried to impress the people by adding the profits of the previous years. He has shown a profit of Rs. 68768 during the last year and projected a profit of Rs. 25 thousand crore in the current financial year of 2008-09.

However, the authenticity of the claim is still doubtful. The hon. Minister has mentioned about a scheme for the development of railways in the next five years. It is a scheme worth Rs. 2 lakh 50 thousand crore out of which he wants to invite private sector investment upto Rs. one lakh crore. In order to attract this investment, he has fixed a return of 14% on the capital investment. The point to be considered is that an organisation with an expected profit of Rs. 25 thousand crore is fixing a return of 14% on an investment of Rs. One lakh crore for the implementation of schemes worth Rs. 2.5 lakh crore in the coming five years. It seems that there are two probable reasons for it. Either the profits are unrealistic or private sector is being given an opportunity to earn undue profits.

In his speech the hon. Minister has expressed his commitment to make railways an affordable, competent and profitable public transport system. Very humbly, I would like to request that in view of this objective, he has given a detailed description of passenger amenities covering 22 paragraphs of his speech but after going through these paras, I found that 18 of them just describe the commitments made for the future only. Besides, no time limit has been fixed for fulfilment of most of these commitments. It seems the Ministry of Railways wants to keep the public under an illusion by making tall claims.

Railways imposed a safety surcharge on passengers in the year 2001-02 with an assurance that it would be recovered till 2006-07 and the funds collected through it would be utilized to prevent accidents thereby making

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\*Speech was laid on the Table.

railways accident free. However, the figures given by the railways itself are proving that accidents could not be prevented. As against 473 major accidents occurred during that period, 200 accidents are still taking place. There are 16,600 manned railway level crossings but 18,200 are unmanned. Out of the total accidents taken place in the year 2001, 15% happened at these unmanned railway level crossings but this figure has now increased to 37%. These official figures clearly depict that the railway administration is not serious enough to check the accidents. The need to appoint gatemen on these crossings has been accepted in principle but the time-limit by which safety arrangements at the crossings would be provided to prevent accidents has not been made clear till date.

I would like to clarify one more thing that the railway has forgotten the commitment it had made to the people while imposing safety surcharge. The surcharge was imposed for the period up to 31st March 2007 but now the railway department has issued a circular by which it would be continued as developmental surcharge for the forthcoming years. As per my information more than one thousand crore rupees have already been recovered under it.

For the past many years it has been the practice that concessions are announced at the time of presenting the budget but later on recovery is made from the common people in a clandestine manner. The Government has imposed a surcharge on iron ore thrice in this year alone and recovered it at the rate of more than 100%.

Though the present Government claims to be the protagonist of the common man and also claims to give concessions to them, however, an agreement was made last year with Reliance Logistics, Lloyed Steel and Ispat Industries whereby concession of 5-20% in the freight rate will be given to these companies till March 2010.

On the one hand, Railways is being projected as a profitable organization while on the other, developmental schemes are being hampered due to lack of funds. New schemes are launched every year but the previous ones remain pending. 284 projects were under construction and were monitored by the statistical department of the Government. Out of these, 150 projects are such wherein the cost of construction has exceeded the original cost by 55% and 33 projects are under construction since 3 years and 13 months and as per my information, most of these projects are in the State of Bihar.

Sir, I would now like to draw the attention of the Railway Minister towards a problem in my constituency.

A railway line is being constructed between Sakri to Hasanpur but this railway line is going towards Bengal, Orissa and other regions of the southern India without touching Barauni. This line takes a detour covering Samastipur and Khagadiya which will result in wastage of time and money for the passengers. Hasanpur and Barauni are the two major industrial areas in the region. Moreover, agricultural production, especially sugarcane production is done at a large-scale in this region. This region is also important from the point of view of tourism. There is no railway connectivity between Hasanpur and Barauni. This railway line is important in so far as it facilitates the travel of the people who live in far-flung areas in the region. Hence, I would like to request the government that the proposed Sakri-Hasanpur railway line be extended upto Barauni Junction. This will result in the development of industries, agriculture and tourism in the region and additional avenues of employment would be generated for the backward classes and dalits in the region.

Sir, I would like to suggest that the government should increase efficiency and only then would it be able to transform the railways into a reliable, efficient and inexpensive transport system. Railway employees are the backbone of the railways. I am surprised that an organisation which is earning Rs. 20-25 thousand crore as profits has increased the bonus for its employees by merely five days. Sixty-five days' pay was being given as bonus for the last few years which has been increased to 70 days from the current year. I would like to say that the efficiency of the employees would increase only if they are satisfied and their efficiency would in turn take the efficiency of the organisation to greater heights.

With these words I conclude.

\*SHRI HARI KEWAL PRASAD (Salempur): Sir, the budge presented by the hon. Railway Minister for the year 2008-09 reflects more of a fiction than fact, a mere jugglery of figures. Basic facts have been ignored by him in the process of presenting a popular budget. Right from his first budget speech, the Railway Minister has been announcing new schemes in successive budgets but no account is given as to the number of these schemes that have been actually implemented. There are many schemes which were announced in the earlier budget speeches but have not been implemented till now. I would like to remind the hon. Minister that in his second budget

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\*Speech was laid on the Table.



[Shri Hari Kewal Prasad]

speech he had announced that a survey for laying of new railway line under Northeastern Railway in Uttar Pradesh from Barhaj Bazar to Faizabad via Dohri Ghat would be conducted but I am disappointed to say that this important public interest work has not been completed as yet.

The hon. Railway Minister has again announced reduction in railway fares as he has been doing in the previous budgets. But in actual terms, as in the previous year, the concessions are a mere eyewash. Last year also, the passenger fares had been reduced but passengers were forced to fork-out a lot more by other means. Higher fares were charged by according the status of superfast trains to ordinary trains without upgrading the facilities provided therein in any manner. Charges of return reservation were hiked and the period for buying tickets under the Tatkal system has been advanced and huge profits have been earned by increasing the charges for Tatkal reservation. This year too, the hon. Minister has conned the people very smartly while announcing reduction in passenger fares. For example, the reduction would be applicable only on coaches of new design in some classes. It is evident that this year would come to an end by the time these new coaches are manufactured and the passengers would be deprived of the benefits of reduction in fares. For other classes also, the concession is proposed to be halved during the peak season. Passenger amenities have been totally ignored in the railway budget. Provision for safe drinking water is sadly lacking in most stations and trains. Similarly, the quality of food being provided in trains is getting worse but it is being sold at higher rates, but this point has not been touched upon at all in the budget proposals. Similarly, announcement about recruitment in Railway Police has been made in the name of passenger security but no mention of incidents of misbehaviour and looting by the personnel of railway police or of measures proposed to be taken to check such incidents has been made. Incidents of sedation of passengers, misbehaviour with women and looting on trains are on the rise but no mention has been made in the budget regarding any measures to check such incidents.

Sir, the Railway Minister has announced more than sixty new trains this year as he does every year merely to gain popularity. In this too, he has acted very cleverly. Out of the 53 new trains announced by him, eight would be started after the gauge conversion on the proposed routes takes place. One train would be run after a new rail line is laid and two other trains after cancelling two

existing trains running on the route. From this, it is clear that the passengers would not be able to avail the facility of eleven trains at present. There has been a lot of discrimination in the matter of route distribution among the new trains. The largest State in the country, Uttar Pradesh has been given only four trains whereas Bihar has been gifted 19 new trains. Similarly, out of the ten new Garib Raths only one is proposed for Uttar Pradesh. Further, the major trains originating from Bihar and terminating at Delhi or going beyond, which were introduced in the last two budgets, have stoppages at very few stations in Uttar Pradesh. A look at the budget proposals makes it clear that Uttar Pradesh has been grossly neglected. The current railway budget has set a target of laying 350 km of new railway line out of which one line falls in Bihar and the other three in South India. I have no objection to this but I would like to urge that the new railway line projects for Uttar Pradesh which have been held-up should also be included in the budget proposals. A target for gauge conversion of 2150 km of railway track has been set in the budget which include Mathura-Achnera and Audihar-Jaunpur line in Uttar Pradesh. I would like to remind the hon. Railway Minister that he had announced gauge conversion of both these sections in the railway budget of the previous year as well but work has not been initiated on either of these lines. Frequency of 16 trains has been increased in the current budget, out of which just one train passes through Uttar Pradesh.

The hon. Railway Minister follows a socialist ideology. Hence he is expected to adopt an evenhanded approach rather than a discriminatory attitude towards some States or regions. I would, in all humility, like to draw the attention of the Railway Minister towards another public announcement. In view of the problems being faced by the passengers travelling on the Gorakhpur-Chhapra section of North Eastern Railway, he had made a public announcement at my request, in August 2007 during an assembly in Gorakhpur, the headquarters of North Eastern Railway, that an Intercity Express train would be introduced between Chhapra and Gorakhpur shortly. But neither the train has been introduced so far nor any mention of it has been made in the budget proposals for this year. I would urge the hon. Minister of Railways to keep his words and introduce this train as soon as possible. In the Railway Budget of 2008-09, there is a proposal to construct nearly 100 new ROB and RUBs. A proposal for constructing an over bridge at the southern end of Salempur Junction on the Bhatni-Varanasi section in North-Eastern Railway has been pending for long with the

Ministry of Railways. The department had conducted a survey to assess the daily rush of traffic at this road, (Dhala), which is nearly 1.5 lakh vehicles per day. The construction of this overbridge could not be started even after meeting all the required standards. I would like to demand from the hon. Railway Minister to start the construction of this overbridge on priority basis and also take effective action for constructing an overbridge at the southern end of Bilthara Road railway station on this section.

Sir, it has been announced in the rail budget that licensed porters would be appointed as Gangmen and on other group-D posts in the railways on a one time basis. This is a good step, but I want that hon. Railway Minister should pay attention towards those casual railway employees who worked really hard for a period of 100 days or more in various railway projects and were subsequently fired. They are in economic crisis. In some cases courts have issued orders in favour of a number of workers but even then, they have not been able to get justice. I would like to urge that as long as these casual railway employees who have worked with the railways in the past are not reinstated, new recruitments in group-D category should not be made in the railways. Modernisation of workshops and factories in railways has been proposed in the rail budget. Loco shed in Gorakhpur, the headquarters of the North-Eastern Railway, occupied a pride of place but for the last few years it has been neglected and there is a high probability that in future it will either be closed down or demolished. Keeping in mind, the importance of this loco shed and the future of employees working in it I would like to urge the hon. Railway Minister to kindly include the Gorakhpur loco shed for modernization under the current budget proposals.

Sir, the work of strengthening and improving the infrastructure of railways is very slow and insufficient. Every year populist announcements are made in the railway budget to attract the attention of people but neither sufficient budgetary provisions are made for strengthening the infrastructure of the railway nor any immediate and serious efforts are made in this direction. In the present railway budget, many important old railway projects have been sidelined. Doubling of Barabanki-Chhapra section has been going on for the last 15 years and is still incomplete. Similarly doubling of Lucknow-Varanasi section has been crawling at a very slow pace for the last one decade. In the budget proposals it has been mentioned about electrification of the Gonda-Barauni railway line of the North-Eastern Railway that the same has been

sanctioned last year itself whereas the reality is that no work has been initiated on this so far. Similarly for the year 2008-2009 a target of doubling of upto 1000 kilometer railway line has been set in the proposals, but no mention has been made as to doubling of which railway sections will take place. There is a mention of the survey conducted for doubling of line from Audihaar to Varanasi on Bhatani-Varanasi section of the North-Eastern Railway. I would like to urge that doubling of this entire railway section i.e. from Bhatani to Varanasi rail section should be carried out as soon as possible. I would like to demand from the hon. Railway Minister that in the interest of railway passengers and the railways, a small spare parts manufacturing unit be setup on the vacant railway land near Bhatani junction in North-Eastern Railway. Rest rooms should be constructed at Salempur junction and Bilthara Road Stations selected for upgradation as model stations, modernization and renovation should be carried out at the Bhatpur Rani railway station and a provision for computerized reservation should also be made. Stoppage of Bihar Sampark Kranti and Garib Rath should be provided at Devaria Sadar station for the benefit of the passengers. Similarly, stoppage of Durga Express at Salempur and Bilthara Road and the Intercity Express at Nunurwar and Kidhirapur should be restored. Stoppage of Krishak Express at Nunurwar should also be restored. Stoppage of Lichhavi Express running between New Delhi and Muzaffarpur has been discontinued from one side at the Lar Road Station, and the same should be reintroduced. The train running from Barhaj to Bhatni should be extended from Barhaj Bazar to Gorakhpur and upto Chhapra and Varanasi. Tamsa train should be reintroduced and its route extended from Varanasi to Bhatni. The route of Kafiat Express train running between Delhi and Azamgarh should be extended upto Mau Junction. The traders who are earning their livelihood by running small kiosks in the railway premises at the Salempur Junction railway station for the last three decades should be allotted shops on the basis of the circular issued by the Railway Board. With these words I support the proposed Rail Budget.

*[English]*

\*SHRI SHRINIWAS DADASAHEB PATIL (Karad): I would like to lay down the following points while discussion is going on Railway Budget of 2008-2009.

1. Stoppage of Kolhapur-Ahmedabad weekly train at Karad Railway station on Pune-Miraj section of Central Railway.

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\*Speech was laid on the Table.

[Shri Shriniwas Dadasaheb Patil]

2. Survey of new line between Karad to Chiplun has been sanctioned in Railway budget 2007. The survey work may be completed on priority.
3. 2779/2780 Goa Express should have one more 3A boggie. At present two 2A boggie with only one 3A boggie is attached. The train should have two 2A boggies and two 3A boggies.
4. Shelter over loading platform at Karad Railway station.
5. Bangalore-H. Nizamuddin Rajdhani Express should run via Hubli, Miraj, Pune once a week.
6. City Reservation Office may be started at Karad, Satara and Islampur.
7. Loading and unloading facilities may be developed at Takari Railway Station.
8. Ahimsa Express should be back extended up to Kolhapur.
9. Railway crossing gate at Bhawaninagar needs to be kept open in view of the increased traffic.
10. Adequate water supply needs to be provided at Karad Railway Station.
11. Waiting rooms at Karad Railway station needs renovation.
12. Pune-Ernakulam weekly express may be extended up to Thiruvananthapuram.

[Translation]

MOHD. MUKEEM (Dumariaganj): Hon. Chairman, Sir, I would like to thank you for giving me an opportunity to speak on the railway budget. I will conclude after saying a few things about my constituency because I know the time constraint. Through you, I would like to draw the attention of the hon. Railway Minister towards my constituency. The Gorakhpur-Gonda loop line which was sanctioned many years back, has not been converted into a broad gauge line because of non-allocation of funds. The work over there is going on at a very slow pace. I would like to urge the hon. Railway Minister to allocate funds in the current railway budget so that the conversion of Gorakhpur-Gonda loop line which was to be completed many years back, can be completed soon.

There is a long pending demand of our constituency. Last year also I had raised my voice in the House about that problem. Survey of a new railway line between Sahjanwa to Balrampur was conducted a long time back. I believe that the survey was conducted in the year 1972. So far no work has taken place over there. That area of our constituency remains untouched by any railway line. Therefore, through you, I would like to request the hon. Minister that the survey has been completed for laying a new railway line from Sahjanwa to Mahdawal, Basi, Dumariaganj and Balrampur via Utraila. It should be sanctioned in the current budget and the work be started on the same.

Now, I will conclude with this last statement. A large number of people of Uttar Pradesh are living in Mumbai and Maharashtra and they regularly commute to these places. Only two trains are running via Basti-Gonda for Mumbai due to which the people over there have to face a lot of difficulties in commuting. I would urge the hon. Railway Minister to announce a new railway line from Gorakhpur to Mumbai via Basti-Gonda.

With these words, while supporting the railway budget, I conclude.

\*SHRI CHANDRA MANI TRIPATHI (Rewa): Sir, I was listening to the speech of the hon. Minister of Railways Shri Lalu Prasadji with rapt attention. On the face of it this budget seems to be quite alluring and attractive but in reality it is dreadful and far from the reality. Hon. Railway Minister has aptly stated that Indian Railways has surprised a lot of people by setting new records daily. Leave the other people, you have surprised even your villagers by your magic. You have announced to introduce a daily Hazipur-Phulmaria passenger train after completion of new railway track. This new railway track is likely to be laid in about seven years' time. It would have been better if you had announced this train after completion of this railway track.

Likewise, you have announced to introduce 53 new trains at point No. 106 in your budget speech, out of which 9 trains will be introduced after gauge conversion. Likewise it has been announced to extend the route of 16 trains, out of which 3 trains will be extended after gauge-conversion. There is no time bound action plan for completion of gauge conversion. It would have been better if you had announced to introduce these trains after

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\*Speech was laid on the Table.

completion of gauge conversion and your announcement would have been meaningful.

Shri Ashok Bhatnagar, ex-chairman of Railway Board has reacted to these hollow announcements and Tughlaqi schemes that the present scheme of things in the railway budget will work for only a few years. If the things remain the same, the railways will be exhausted in a span of five to ten years.

One can't comprehend when Railway Minister is presenting a budget with 25,000 crore rupees as surplus, then why he is asking for budgetary support. On the one hand Railway Minister is appropriating applause from the public for not increasing the fare but on the other hand he has applied a new trick for taking money out of the passengers' pockets indirectly by increasing the Tatkal reservation quota by fifty percent in all important trains. The passengers have been burdened with an additional burden of about thousand crores of rupees by way of levying 20, 15 and 10 rupees respectively on return journey reservation ticket.

The Hon. Railway Minister has misled the countrymen by making populist announcements of reducing fare. In fact, the fares will be reduced only during two months - August and September - the lean season. The Minister has proposed to reduce the fares for all the classes. But this proposal will be implemented after the coaches of new design are introduced. About 45,000 coaches will be required for the trains on all routes. But our rail coach factories have the capacity to produce 2,600 coaches every year. Thus, it will take 15 to 16 years to produce 45,000 coaches. This dream can be fulfilled only if the countrymen have the patience for so long as well as hon. Lalu Prasadji remains the Railway Minister for the said period.

A perusal of the speech of hon. Railway Minister on railway budget 2007-08 becomes necessary in order to know as to what extent he implements his announcements : -

1. The Railway Minister had announced to introduce 23 new trains in 2007-08, out of which total 18 trains were introduced.
2. Eight new Garib Raths were announced but a total of five Garib Raths have been introduced till date.

3. It was proposed to lay 2000 kilometre railway line out of which only 800 kilometre railway line could be laid.
4. 300 kilometre railway line has been covered under gauge-conversion out of 1800 kilometre railway line proposed for gauge-conversion.
5. It was announced to double 700 kilometre stretch but only 150 kilometre long track was doubled.
6. It was announced to make recruitment for 8000 vacancies in RPF but that announcement is still pending.

Madhya Pradesh, especially the Vindhya region which includes my Parliamentary Constituency Rewa has been neglected in the railway budget. It was proposed to get a survey conducted for Rewa to Mirzapur railway line in the previous budget and I had thanked the hon. Railway Minister personally but no amount has been allocated for the said survey in this budget. I request the Minister to provide for the said survey in supplementary budget. The residents of Vindhya region are thankful to the Railway Minister for introducing Rewa-Jabalpur Intercity express on my request. I request the hon. Minister to get one or two AC Chair cars attached to the said train and provide for cushioned seats in this train. At the same time I would like to request the hon. Railway Minister to implement the following works which do not have any big financial implications but will be very beneficial for the people of Rewa division.

1. Hon. Minister has given assurances regarding change in the time-schedule of Rewa-Delhi superfast express many times but that schedule has not been changed till now. Please ensure that this train reaches Rewa and Delhi at 9 am.
2. Rewanchal Express running between Rewa and Bhopal should be extended upto Habibganj. Earlier this train used to stop at Habibganj when it used to go to Bhopal via Jabalpur four days a week. Now this train goes to Bhopal via Sagar. It should be extended to Habibganj and would be very convenient for the passengers.
3. A DMU train should be introduced between Rewa and Allahabad.
4. Rewa-Chirmiri-Bilaspur passenger should be extended upto Durg and an AC-III tier coach should be attached to this train.

[Shri Chandra Mani Tripathi]

5. Jabalpur-Mumbai Garib Rath should be extended upto Rewa and it should run on three days in a week.
6. Rajkot Express should be extended upto Rewa.
7. Two minutes' stoppage of Chhipra and Mahanagari Express should be provided at Dabhaura station in Rewa district.

I hope that the hon. Railway Minister will consider my demands and include the said demands in the supplementary budget during this budget session.

SHRI SUKHDEV SINGH DHINDSA (Sangrur): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak. My colleague Shri Jai Prakashji was saying that the opposition merely criticises, they do not praise even the good steps taken. But when the Government presents the budget be it General Budget or Railway Budget, the opposition parties highlight the shortcomings of the budget. I am grateful to the hon. Minister who has introduced a train from Anandpur Sahib to Nanded. He also belongs to Patna, Bihar. Guru Gobind Singh ji was born there. He has done a stupendous thing. I am grateful to him and I would like to thank him.

Punjab contributes 50 percent foodgrains to the Central pool and it is industrialized also. Ludhiana has the largest industrial area in the State. It produces textiles, cycles and its spare parts.

I think Ludhiana produces maximum goods in India. I would like to urge the hon. Minister to extend the two rail freight corridors. First one is from Sonanagar to Ludhiana. I urge the hon. Minister to extend it upto Attari. Amritsar. Recently the hon. Prime Minister has said that the time to have good relations with Pakistan has come. Attari, being closer to the border is a very important station. If our country commences trade with Pakistan, it will be through Attari. Therefore, in view of it, the proposed corridor upto Ludhiana may be extended upto Attari. Secondly, industrial corridor proposed between Mumbai-Delhi should be extended upto Ludhiana. It is urgently needed, especially in view of our daily difficulties. Thirdly there has been a demand for linking Chandigarh to Ludhiana, for long. I think people have been demanding the said link since our independence. Its one stretch is

upto Murinda and survey has already been completed for Murinda-Ludhiana stretch. We have been demanding a link between Murinda-Ludhiana. But the budget is silent about it. I think there is an urgent need of said link as in absence of it people are facing lot of problems.

Mr. Chairman, Sir, I would like to make a point about Shatabdi Express. The hon. Minister as well as the department had said that next year they would bring down the travelling distance to Chandigarh to two and a half hours in place of present three hours. In this regard, I would like to bring it to the attention of the hon. Minister that the said train never reached Chandigarh from Delhi in less than three and a half hours as it halts at some stations for more time. I do not know why it is so.

17.52 hrs.

[SHRI ARJUN SETHI *in the Chair*]

Just now some of my colleagues made a mention of low quality meals being served in trains. I request the hon. Minister to change departure time of Shatabdi Express from Chandigarh. At present, the said train departs at 6.20 O'clock. If its time is changed to 5.15 O'clock, people won't need meals and it will be convenient for them. The departure time of morning train from there is alright, but it would be better if departure of evening train is advanced by an hour. This train faces heavy rush. Though 3-4 additional bogies have been attached, yet the rush still remains. Amritsar bound Shatabdi, used to stop at Sirhind earlier, as it is an important station. Now it does not stop there. I would urge the hon. Minister to provide stoppage of the said train at Sirhind.

Mr. Chairman, Sir, not taking much time, I would like to make two-three points about my parliamentary constituency, Sangrur, a district headquarters also. I wrote a letter also to the hon. Minister requesting him for a train between Bhatinda-Delhi, via Dhuri, Jakhal. Secondly, being a district headquarters, I urge for a direct train between Sangrur-Delhi via Jakhal. If the said train plies via Sangrur, Sunam, Lohardaga, Hissar, the people of these areas will be grateful to you. Some trains, like 1527, 1528 run on trial basis between Bhatinda-Dhuri. If these trains are made regular, I would be highly thankful to the hon. Minister. If Sachkhand Express, running between Jakhal-Rohtak via Dhuri is diverted on this route

for three days a week people will be thankful. If Akal Takhat Express, which goes to Sealdah, is made to run once a week via Dhuri, Rohtak, it will be greatly convenient for the people. At the end, I would say that trains like Jakhai-Jammu Tawi, Jaipur-Amritsar and even Dhauladhar Express do not stop at Sunam and Sangrur putting the people of this area to grave inconvenience. There is a need to provide stoppage of these trains at both these places. I have written to the hon. Minister requesting for extension of 1LJ, 3LJ, 5LJ and 7LJ from Hissar upto Amritsar. I will be grateful if my demand is fulfilled. With these words I conclude my speech.

[English]

SHRI G. KARUNAKARA REDDY (Bellary): Mr. Chairman, Sir, I seek your permission to speak from this seat.

MR. CHAIRMAN : Okay. Shri G. Karunakara Reddy, I just take a minute. Please sit down.

18.00 hrs.

It is now Six of the Clock. I have a long list of hon. Members here. If the hon. Members agree, I can extend the time of the debate beyond Six of the Clock. Shall I extend the time by another one hour or till the debate is over?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Let it be up to Eight of the Clock in the evening.

MR. CHAIRMAN: All right, the time is extended till the debate is over. Is it all right?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: All right. Shri Karunakara Reddy, you can continue your speech.

...(Interruptions)

SHRI BRAJA KISHORE TRIPATHY: Sir, have you suspended the 'Zero Hour' today? ...(*Interruptions*) Is there 'Zero Hour' today?

MR. CHAIRMAN: No. Another 80 hon. Members are still in the List to speak.

SHRI BRAJA KISHORE TRIPATHY: We want to know from the Chair about it.

MR. CHAIRMAN: Shri Karunakara Reddy, you continue your speech. More than 80 hon. Members are there to speak.

[Translation]

\*SHRI G. KARUNAKARA REDDY (Bellary): I would like to draw the kind attention of the Union Government and the Hon'ble Railway Minister that Railways are getting more than Rs. 1,500 crores income every year from Bellary. Bellary District has a glorious past and presently developing in the spheres like major Steel Plants, Power Generating Units, Oxygen Plants, Sponge Iron and Allied Manufacturing Units, etc. and also my Bellary District is having a World Heritage Centre HAMPI. Thousands of foreign tourists and tourists across our country visit this place. As a result, thousands of people belonging to these areas and abroad are in need of enormous and extensive Railway transport facilities. During the last four years, I am repeatedly requesting the Minister to provide/meet the following most important demands:-

First and foremost thing to be done, according to me and needs, a medical team (doctors, nurses along with emergency medicines) should be present/posted in each and every long distance trains as the passengers are facing huge problems on emergency situations.

Kottur-Harihara Railway line forms an important link between two coasts, East and West. The line, on completion, would enable movement of iron ore to all the three Ports, Mangalore, Chennai and Vizag Ports and on return journey, goods train can carry fertilizers, coal, cement and other products. The foundation stone was laid nearly 10 years back and work is going in a very slow pace. The line which is economically viable should be given more emphasis.

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\*English translation of the speech originally delivered in Kannada.

[Shri G. Karunakara Reddy]

I would like to emphasize that the Hon'ble Minister, during the visit of delegation from Karnataka on 7th November 2006, has agreed that this project can be converted into 50:50 sharing basis between the Centre and the State Government instead of 2/3rd by State and 1/3rd by Centre, as the Karnataka is facing shortage of funds. The total cost of the project is Rs. 270 crores and the Central Government has allocated a total sum of Rs. 67.40 crores, including Rs. 30 crores allocated during the current year's Budget, and the State Government, on its part, has allocated a sum of Rs. 70 crores. If the Central Government allocates Rs. 70 crores more, the Centre's assurance would be fulfilled on 50:50 sharing basis and the work on this most important railway line can be taken up on war-footing basis. I urge upon the Railway Minister to consider my request and allot the funds of Rs. 70 crores more (apart from Rs. 30 crores already allocated in the current Budget) for this project.

\*Sir, recently, the passengers of Bellary Railway Station is facing a peculiar problem that whenever a goods train as well as passenger train are coming at a time to the Station, the authorities are giving preference to the goods train and taking the goods train at the platform where passenger train has to come and because of this, the passenger train is arriving at the next line which is causing great difficulties to the passengers, especially to the elder persons, students and sick people to switch over the next platform. This practice should be avoided and the authorities should give preference to the passenger trains. I request the Railway Minister to look into the matter urgently.

Bellary City is thickly populated place having a population of nearly 5 lakhs. One railway line (LC: 110) near Sudha Cross in Hospet is crossing at the National Highway No. 63 between Ankola-Gooty Section. Due to heavy mining activities, number of goods trains carries iron ore to different parts of country causes frequent closure of the railway gates not less than 30 to 40 times. Due to this, vehicular traffic is frequently jammed. Most of the time, school buses are also caught jammed and students are also greatly suffered as 90% of the schools

are located at this area. This requires immediate Road Over Bridge.

National Highway No. 13 of Sholapur-Mangalore Section crosses one railway line LC: 13 (13-14) near the Kanavi Veerabhadra Temple at Km. 298. Due to heavy mining activities, number of goods trains carries iron ore involving closure of railway gate very frequently as more than 30 times. Because of this frequent closure, thousands of vehicles are getting stuck and hours together traffic jams occurring which is giving greater trouble to the people. There is an urgent need to construct a Road Under Bridge at this place for the free and smooth flow of vehicular traffic.

Sir, the Hon'ble Railway Minister, in his Budget Speech, has made a point of construction of RUBs and ROB on 100% funding by the Central Government. He has also mentioned that the Railways would explore the possibility of construction of ROB through BOT under PPP and viability gap funding would also be provided, if necessary.

The above two proposals, i.e. (i) construction of Road Over Bridge (ROB) at railway line (LC: 110) near Sudha Cross in Hospet at the National Highway No. 63 between Ankola-Gooty Section; and (ii) Road Under Bridge (RUB) in National Highway No. 13 of Sholapur-Mangalore Section crosses one railway line LC : 13(13-14) near the Kanavi Veerabhadra Temple at Km. 298, be taken up on 100% funding by the Central Government as the State Government is having limited resources.

Sir, I would like to mention the important problems being faced by the people of my Constituency, Bellary. Sir, the people of Bellary and nearby areas have to wait for long time to book the tickets as the Reservation Counters in Bellary Station is very meager in numbers.

The number of Reservation Counters should be increased. Hence, I urge upon the Railway Minister to consider this matter and increase the Reservation Counter at Bellary Railway Station by 2 to 3 nos. which will reduce the precious time of the people.

Sir, the people of Bellary are facing great hardships to reach Mysore and Gulbarga as there is no proper rail

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\*English translation of this part of the speech originally laid on the table in Kannada.

connectivity to Mysore or Gulbarga from Bellary. At present, there is a train running between Mysore and Gulbarga. The people of Bellary are demanding that this train should run via Bellary so that it can solve their problems to a great extent. I urge upon the Minister to issue necessary instructions to the authorities concerned to change the route of this train and may run via Bellary in future.

The Hampi Express which is running between Hubli and Bangalore is having only one General Compartment and very less number of Sleeper Class Coaches. The common people those who are travelling in General Compartment and Sleeper Class are facing lot of difficulties due to shortage of coaches. I request you to include two more General Compartments, five more Sleeper Coaches and two more 3 Tier A.C. coaches in this train for the benefit of common people.

Restoration of Guntakal-Gadag Passenger Train. This train was running between Guntakal and Gadag before gauge conversion.

But even after the completion of gauge conversion, this train has not yet been restored till now.

Amaravathi Express used to depart from Bellary at 7.25 A.M. daily which suits many commuters who are more than 300 travelling Hospet from Bellary which is very convenient. But now, this is changed to 5.20 AM which is very inconvenient and there is an urgent need to change the timings of the train as per previous schedule. I am demanding for this since long time and nothing has been done so far.

There is an immediate need for introduction of another direct train from Chennai to Mumbai and *vice versa* via Bellary and Hospet as this is the long-cherished dream of the people of this region.

Arranging for departure of Hampi Express (Train No. 6591/6592) from Bellary at 6.45 AM instead of 6.00 AM by making up loose time.

Advancing of departure of Bangalore-Hospet Passenger (Train No. 583/584) from Bellary to Hospet at 8.00 AM instead of 10.45 AM by making up loose time.

I urge the Minister that more facilities to be provided at Hubli which will be benefiting its status as Zonal Headquarters.

I would also like to draw the kind attention of the Railway Minister to the fact that there are no day-time trains between Guntakal and Hubli causing lot of hardships to the passenger, public and employees of the region. Prior to gauge conversion, there were several trains passing through Bellary during the day and I request through you Sir, to kindly re-introduce all the trains prevailing prior to gauge-conversion.

Bellary and Koppal belongs to Gulbarga revenue division and people of these districts have to visit Gulbarga very frequently. But as it is, there is no direct train facility to Gulbarga. Therefore, I strongly urge to introduce a direct train from Koppal through Bellary to Gulbarga via Guntakal.

It is the demand of our people that the Inter-city train between Bangalore-Hubli is connected in Chikkajajur from Bellary so that the benefit of the inter-city train is extended to the people of Bellary and Koppal.

Sir, the Train No. 311 Bellary-Miraj and 312 Miraj-Bellary may kindly be extended to Guntakal which will have a larger benefit for the people who seek a connection for various trains at Guntakal. This is also a long pending demand of this region.

I would suggest the following few options to mitigate the inconvenience of train travellers:-

- (i) Arranging for departure of Hampi Express (Train No. 6591/6592) from Bellary at 6.45 AM instead of 6.00 AM by making up loose time;
- (ii) Advancing of departure of Bangalore-Hospet Passenger (Train No. 583/584) from Bellary to Hospet at 8.00 AM instead of 10.45 AM by making up loose time;
- (iii) Extending Bangalore-Hospet Passenger (Train No. 583/584) upto Gadag and arranging for departure from Gadag at 3.00 P.M. daily;
- (iv) Restoration of Guntakal-Gadag Passenger Train. This train was running between Guntakal and Gadag before gauge conversion. But even after



[Shri G. Karunakara Reddy]

the completion of gauge conversion, this train has not yet been restored till now; and

- (v) Arrange to make stoppage of Train No. 2847/2848 at Koppal Railway Station being a District Headquarters.

MR. CHAIRMAN: Please conclude. Next, Chaudhary Lal Singh to speak.

... (Interruptions)

SHRI G. KARUNAKARA REDDY:\* I urge upon the Railway Minister to introduce a push-pull train between Guntakal and Kottur and Guntakal to Gadag as this will immensely help the common people, especially office goers and students, of these areas.

Because of industrial development, every day, thousands of employees and the people connected with business of these industries are travelling from various places. To commute the employees from Bellary, Hospet and Koppal, these industries are running number of buses suiting to their shift timings. In view of this, I request the Minister to introduce the Push-Pull Shuttle train between Bellary and Koppal suiting to the working hours of the above industries. This will be of great help and assistance to the employees and public of this part of Karnataka.\*

SHRI D.V. SADANAND GOWDA (Mangalore): Sir, let me take just a minute. Shri Lalu Prasad Yadav, on the other day, told that he had much love towards Karnataka; he made Shri H.D. Devegowda from Karnataka the Prime Minister of India. Let him have the same love towards Karnataka as far as the Railway Budget is concerned.  
... (Interruptions)

MR. CHAIRMAN: Please sit down. No. Nothing will go on record.

... (Interruptions)\*

MR. CHAIRMAN: Shri Karunakara Reddy, please conclude now. I have already called the name of Chaudhary Lal Singh.

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\*... \*English translation of this part of the speech originally laid on the Table in Kannada.

\*Not recorded.

SHRI G. KARUNAKARA REDDY:\* I also request the Railway Minister to take up the work of modernization of Hospet and Bellary Railway Stations upto International Standards as these are the most important Railway Stations in the State and lot of international tourists are visiting these places.

Hospet in Bellary District is an important city with World Heritage Centre—Hampi, the international tourist destination nearby. Huge numbers of foreign tourists are visiting this international tourist spot, Hampi. Apart from thousands of tourists thronging the city, a large number of office-goers travel between these two cities daily. Therefore, there is an urgent need to ply a push-pull train between the two cities not only for the benefit of office-goers but also to those wanting to visit Hampi. Hampi, being the international tourist spot, located in Bellary District, is also a World Heritage Centre. Lots of foreign tourists and Indian tourists are visiting this place. There is an urgent need to run a Palace On Wheels train in this important tourist spot.

The above proposals are some of the most important demands of the people of Bellary. I urge upon the Union Government and the Hon'ble Railway Minister to take immediate action and fulfil the above all genuine demands of the people.\*

\*SHRI NIHAL CHAND CHAUHAN (Sriganganagar): Sir, the railway budget presented on 26 February reflects completely partisan and narrow approach. While presenting the budget the hon. Minister of Railways might have thought that it would benefit the UPA in the Elections. But in my view Railway Budget 2008-09 will derail the UPA train even before the elections. People feel that the concessions provided by Lalaji are misleading. For example out of the passengers travelling in 3600 bogies, concession will be applicable to the passengers of 200 bogies only and in some cases most of the passengers have been deprived of it on the pretext of either distance or class of journey, as has been reflected in the budget.

The Railway Minister has done partiality with BJP ruled States. The budget has sent a signal that the Ministry has silently paved the way for privatization. The

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\*Speech was laid on the Table.

budget has been prepared keeping the upper and middle-class in mind. The budget has done no good for people travelling in local trains. Further, for setting the election arithmetic right, the Minister forgot certain things which needed to be given priority. Train accidents have become a common affair. Not only during his regime but accidents have been occurring during previous regimes also. Major accidents are a separate issue as there is a need to take measures at large scale to check them. Here I want to mention about minor accidents which take place when passengers fall from trains while boarding or alighting from a overcrowded train.

In case of those people who die on the spot the Government Railway Police conducts the inquiry and hands over the dead body to the relatives after completing other formalities. But there is no facility for rushing those accident victims to the hospitals at small and medium railway stations who get injured on railway lines or platforms.

The Hon. Railway Minister, Sir, if the railways is earning that much of revenue then it must provide some funds for making arrangements for stretchers, first aid boxes and ambulances at the railway stations. This will cost only a total of Rs. 100 crores. There should be direct contact with the nearest district hospitals where it is not possible.

If the railways is unable to make such arrangements at present then cooperation should be sought from the self-help groups and they must be provided grants for this. Along with 'Athiti Devo Bhava', it should also have 'Seva Bhav'. If no provision has been made for this in the budget, it may be included in the budget like other exigency expenditures.

Hon. Sir, Railway Minister has discriminated against Rajasthan and overlooked a number of railway demands related to my Lok Sabha constituency. While preparing the railway budget more attention should have been paid towards laying new railway tracks or changing the old tracks, signalling and telecommunication system etc. At present safety is the weakest aspect of the railways and these basic things should be paid attention. With regard to the Railway budget I would like to say that we oppose this budget which has been prepared keeping elections in view.

	Previous	Present
AC III tier	64	72 = 8
Old Sleeper Class	72	85 = 13
AC Chair Car	72	81 = 9

In the year 2001 NDA had allocated an amount of Rs. 17000 crore for the safety fund.

Overloading has also been allowed in goods trains.

Sixth Pay Commission will have an additional burden of Rs. 9000 crores on the Railways. A provision of Rs. 5000 crore has been made in the railway budget, wherefrom the remaining Rs. 4000 crores will be mobilized? Sriganganagar, Hanumangarh, Surtgarh are far flung areas of Rajasthan and are along the international border. There is also frequent movement of army people there and for this purpose the following trains could have been extended.

- Train No. 4708/4707 between Bandra to Bikaner, halts at Bikaner for 17 hours 45 minutes. This can be extended upto Hanumangarh.
- Train No. 4559/4560 Shiv Ganga Varanasi - New Delhi, halts at Delhi for 12 hours and 30 minutes. This can also be extended up Sriganganagar.

Lal Quila Express can also be extended upto Sriganganagar.

Provision for lakhs of rupees is made every year for the repair and white washing of staff quarters. But since last many years the aforesaid work in staff quarters is not being carried out on regular basis. The employees are being punished in the name of registering fake complaints when they complain regarding the irregularity of the work.

Catering contracts in railways can only be taken up by a contractor with an annual sale of Rs. 3 crore. This is a dream for the common man.

The rent of tea-stalls at the railway stations in different cities used to be from Rs. 70 to Rs. 150 daily which has now been increased to Rs. 300 to Rs. 1500. Due to this the passengers are unable to get good quality eatables and the workers employed at these tea stalls are also being exploited. This is the result of the previous budget. What would be the outcome of this current budget.

Porters of metropolitan cities were issued licenses by charging nearly Rs. 5,00,000 in black. Now these licences will be taken back for free once the recruitments for Gangman are made and then again money will be charged for these licences illegally.

[Shri Nihal Chand Chauhan]

1. Safety surcharge in Mail Express trains.

		Rs. Per passenger Upto 1 to 500 kms	Rs. Per passenger above 500 kms.
(1)	Second Class	2	2
(2)	Sleeper Class	10	20
(3)	Air-condition Chair Car	20	40
(4)	Air-condition III Tier	30	60
(5)	Ist Class	20	40
(6)	AC II Tier	40	80
(7)	AC Ist Class	50	100

2. The contract system is being promoted in Railways each year and the number of railway employees is being reduced. Certain rules should be framed for the workers employed with the contractors so that they are not exploited.

3. The Cleaners, Coach Attendants and other workers are merely paid Rs. 2000 to Rs. 3000 per month by the contractors whereas they themselves charge full wages from the Government. Contractors and higher officials together gulp down the hard earnings of the labourers. Regulations need to be laid down in this regard immediately.

Last year, after the Railway Budget 2006-07, the fares were increased in a hidden manner as follows: Last year

217 Mail Express trains were declared superfast trains after the Railway Budget. Neither the stoppages were decreased nor their speed was increased while the speed of a superfast trains is 100 km/hr. Superfast charge of Rs. 10/- was collected from each passenger in these trains. Thus, the Railways earned a profit worth crores of rupees with the help of this trick. An extra amount of Rs. 150 for AC Chair Car, Rs. 300 for AC II Tier and First AC was charged from every passenger on reservations availed under the 'Tatkal quota.' Moreover, these charges are not refundable. A passenger booking e-ticket through internet can cancel the ticket and take his refund through internet before the departure of the train in case he is unable to travel. But, this e-ticket is not refundable after the train has left. Most passengers are not aware of this and thus this money goes to the Railways.

1. A passenger booking e-ticket has to give number of some Identity Card. If he fails to carry this Identity Card then he is considered as travelling without ticket and is charged with penalty even though he may be carrying some other proof of identity.

2. If a passenger books a return ticket from the originating station then extra Rs. 10 is charged on the return ticket. This has also increased the earnings of the Railways.

3. Railway platform ticket cost Rs. 1 prior to the last budget. It has been increased to Rs. 3 after the budget.

4. (a) Safety surcharge in ordinary trains (New Charge has been levied)

		Rs./passenger for 1-500 kms.	Rs./passenger for above 500 kms.
(1)	Second Class	1	1
(2)	Sleeper	10	10
(3)	First Class	20	40
(4)	Second Class (Monthly Season Ticket)	10	-
(5)	First Class (MST)	20	-
(6)	Second Class (QST)	30	-
(7)	First Class (QST)	60	-

Class	Total Fair per Old Coach Rs.	Total Fair per New Coach Rs.	Total increased Fare per Coach Rs.	Total Seats in Old Coaches	Total Seats in New Coaches	Extra Seats	Percentage of the Fare decreased
AC-I	23526.00	27891.00	4365.00	18	22	04	3% and 6%
AC-II	34868.00	35656.00	788.00	46	48	02	2% and 4%
AC-III	34816.00	44064.00	9248.00	64	81	35	-
AC Chair	30170.00	43962.00	13792.00	70	102	32	-
Second Sleeper	13968.00	16968.00	2328.00	72	84	12	4%

Sriganganagar comes under NWR Railway of Bikaner Division under Jaipur Zone. AC escorting staff, who maintain the AC coaches, do not have the facility of retiring room anywhere. This facility should be provided to them. AC escorting staff of Sriganganagar is working for about 150 hours in addition to their duty hours in a month for several years but they are not being paid the overtime allowance. I had brought this to the notice of the General Manager, Jaipur in the end of the year 2006 and had also written to the Division Railway Manager, Bikaner. GM, Jaipur had issued orders to the DRM, Bikaner after which the DRM, Bikaner had implemented the duty roster and over time allowance of AC staff, Sriganganagar with immediate effect and had also sent me a copy of that order. But, overtime allowance has not been paid to the AC staff, Sriganganagar so far.

On 30.1.08, the GM, Jaipur visited Hanumangarh. During this visit I brought to the notice of the GM in his meeting in Hanumangarh that AC staff, Sriganganagar has not been paid the overtime allowance. But, no action has so far been taken in the case.

\*SHRI ASHOK PRADHAN (Khurja): Sir, in this railway Budget, the hon. Minister has tried to create an illusion by announcing a large number of schemes thereby deluding the people. The hon. Minister of Railways has tried to project the Railways as a profit making organisation but from where this profit will come. Perhaps no one in the Ministry of Railways would be able to reply it. Sir, through you, I would like to tell the House that this time also, the hon. Minister has given a bouquet

of schemes but like the previous budget these schemes will take a long time to realize.

I would like to cite the example of my Parliamentary Constituency Khurja for which a proposal was included in the previous budget for laying of railway line upto several kms. However, no construction work has been started there till now. It seems that the hon. Minister has some resentment against Western Uttar Pradesh due to which not a single announcement has been made in this budget for this region. For the past many years, I have been drawing the attention of hon. Railway Minister and his associate ministers towards it but my area has been neglected since his first railway budget till the recent one.

Khurja is an important railway junction which is being used by approx. two lakh passengers daily but modernization of this station has never been considered. Besides, North-East Express has not been provided a halt at Khurja station causing inconvenience to the defence personnel. In fact most of the soldiers belong to this region. Therefore, I would like that a provision should be made to provide halt to all North-East bound mail and Express trains at Khurja Station. The extent of negligence towards Khurja is evident from the fact that it has no mention in the time table *i.e.* "trains at a glance" issued by the Ministry of Railways.

Besides all the railway stations in my parliamentary constituency are in a bad shape. Attention has never been paid for the development of these stations. These stations are—Dadri where a container depot is also situated, is in a dilapidated condition besides Chola,

\*Speech was laid on the Table.

[Shri Ashok Pradhan]

Dankaur and Fatehpur, Makrandpur (halt) where even the major trains do not have any halt. Dadri flyover was approved long back but no progress has been made in this regard which is causing inconvenience to the exporters of Noida commercial area in moving to and from container depot. There is a need to construct a fly-over at Dankaur and Chola railway stations also.

Sir, since long I have been demanding to connect Delhi-Kanpur railway line to the oldest district "Bulandshahar" but the hon. Minister has never paid attention to it. Connecting this line will provide a relief to the people of this area. Bulandshahar, the main district of my parliamentary constituency is the major supplier of milk in the country. Besides, the Pottary industry in Khurja is the largest in Asia and is famous world-wide. Therefore, paying more attention to this region will ultimately benefit the Railways and Government of India.

I would be thankful to the hon. Minister if he fulfils the above mentioned demands.

\*SHRI SRICHAND KRIPLANI (Chittorgarh): At the outset, through you, I would like to thank the hon. Minister of Railways who has decided to introduce new trains for Udaipur-Indore and Delhi and also ordered to carry out survey of Badi Sadri - Mavli railway line on our request. Besides, I would also like to submit that Chittorgarh Parliamentary constituency has been facing difficulties in respect of Railways since independence. This region has a number of problems and I would like to draw your attention towards them.

Gauge conversion at Chittorgarh railway platform nos. I, II and III was completed in October, 2006 but these have not been put to use till now. By when these are likely to be started?

RRI Tower (Route Relay Interlocking System Tower) is ready for the last three-four years but NRW and WR Zone have failed to form a consensus over it. Lack of coordination between them is causing delay in completing both these works.

Ten broad gauge lines have been laid at Chittorgarh station but as per a recent order three of them would be

uprooted. Though even these ten are going to be insufficient in future keeping in view the increased traffic in this area. Lack of coordination between GMNRW and GMWR, unnecessary intervention of GMNRW in the area of Chittorgarh W.R. and making a wrong policy is causing delay in the work. As Chittorgarh comes under WR and the work on Platform and Yard has been completed, orders may be issued to start the train service from there.

Survey of Neemach-Badi Sadri railway line has been completed. Therefore, please start the construction work on it to provide relief to the people.

A fresh announcement should be made to run the Udaipur-Indore Express train regularly and a stoppage be provided to it at Nimbahera. Similarly, Udaipur to Delhi Chetak Express should also run daily and its frequency be increased.

Not a single local train has been introduced from Ajmer to Ratlam and Udaipur to Ratlam till now. A local train should be introduced for the public. The proposed goods corridor should be constructed on the nearest railway line from Delhi to Mumbai via Jaipur, Ajmer, Chittorgarh, Nimbahera, Chhoti Sadri, Pratapgarh, Banswada, Dahod and Balsad constructing a new railway line between Nimbahera and Balsad.

Broad gauge line should be laid upto Mawali by linking the rail route from Badi Sadri to Nimach.

A passenger train should be started between Chittorgarh and Indore with a departure time of 6.30 AM from Chittorgarh to make it a connecting train for lake city and Mewar Express.

All passenger trains should be given stoppages at Fatehnagar, Mawali, Bhopalsagar, Nimbaheda, Kapasan, Gangrar, Bassi, Chanderiya and Parsoli stations.

A superfast passenger train should be run from Udaipur to Jabalpur via Chittorgarh. Train No. 297 Kota-Bhind passenger train should be extended upto Chittorgarh. Train No. 9019A should be run from Udaipur to Dehradun via Haridwar so that people from Mewar/Haroti Zone get direct train for Haridwar.

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\*Speech was laid on the Table.

In view of the heavy traffic at Kumbhanagar railway crossing in Chittorgarh an overbridge should be constructed there at the earliest. Presently, there is an underbridge here which is being converted into a two-way bridge. However, this bridge does not have the capacity to handle the traffic flow of the city due to which jams occur at every half hour interval. Construction of container depot at Khemli should be started at the earliest.

There is only one booking window in the computerized reservation office in Chittorgarh and only one employee has been deputed for other works such as charting, enquiry, VIP movement, attending official and other phone calls and other supervisory works which affect efficiency and create problems for passengers. Senior citizens, media persons, handicapped persons, VIPs etc. also have to go to the said window. Hence, staff should be deployed to deal with the work of supervision, charting, inquiry etc. in Chittorgarh Reservation Office. Window number 1 which remains closed at present should also be made functional by deploying a person to man the said window. When said arrangements are made would it be possible to raise the number of footfalls at Chittorgarh Reservation Office.

Trains No. 2996/2995 should be given a halt at Nimbaheda because it is a large industrial area and many cement plants are being constructed here. A popular pilgrimage, Sawariyaji, which is visited by lakhs of believers is also situated here. Hence, all trains need to be halted here.

Gauge conversion at Chittorgarh has not been completed so far because of which trains have been running late. Hence platforms one, two and three at Chittorgarh station should be made operational at the earliest. All the platforms at Chittorgarh station should be covered fully with tin-sheds and all facilities of a model station be made available there. A local train from Udaipur to Ratlam/Indore should be started to make the journey to Jyotirling Mahakaal and Omkareshwar easy for the passengers.

DMU rakes which were run on metre gauge earlier should be run between Chittorgarh and Amjer and Chittorgarh and Ratlam on broad gauge as well.

Train No. 2991/2992 should have halt at Kapasan station and reservation system at the station should be computerized.

A local train should be run between Udaipur and Ajmer. A train should be run between Udaipur and Jaipur via Bhilwara-Ajmer to coincide with the timings of Chetak Express and Meenakshi Express. Level of Kapasan railway station platform should be raised.

Train No. 2996/2995 Ajmer-Udaipur-Mumbai-Bandra superfast should be run regularly. The reservation quota of this train at Chittorgarh station should be adjusted so as to fulfil the requirement of entire Mewar region. Reservation quota of this train has been fixed from Ajmer/Udaipur station under the computerized reservation system. Hence, 80 percent of the reservation quota is utilized by the people belonging to Ajmer/Udaipur and people from Chittorgarh/Nimach are not able to get confirmed reservation. Waitlist goes upto 100 for second class, 25 for III AC and 10 for II AC. This forces the people to make use of other means of transportation due to which railways have to bear loss of revenue. Similarly, reservation quota for train No. 2316 (Udaipur-Sealdah-Ananya Express) should also be provided from Chittorgarh station.

VIP quota (emergency) for all classes of coaches in train number 2996 (Ajmer/Udaipur-Bandra Terminus Mumbai), 9654 (Ajmer-Ratlam Express), 9656 (Ajmer-Ratlam Express) and 2316 (Udaipur-Sealdah Ananya Express) should be made available at Chittorgarh station so that reservation may be made easily available for VIPs and VVIPs of the area.

Chittorgarh CTI staff under the Ratlam Division have not been given charge of any train after completion of gauge conversion. The trains are being attended to by staff posted at Ajmer, Udaipur, Kota and Ratlam. This is not only unfair to the Chittorgarh-Nimach ticket checking staff but is also causing revenue loss for the railways. Hence, charge of all trains running from Ajmer to Ratlam and Vododara and from Udaipur to Kota should be entrusted to Chittorgarh checking staff.

Since Chittorgarh is touched by almost all trains passing through Ratlam, Ajmer, Udaipur, Kota, Jaipur, Indore etc., a diesel shed is needed there. The entire staff employed at the metre gauge tracks in Chittorgarh is sitting idle. Hence, a diesel shed should be set up at the broad gauge station and the staff should be absorbed there. 'A' category ART/ARME (with crane) should be made available at Chittorgarh station so that it is instantly available if any accident occurs.

[Shri Srichand Kriplani]

Running staff (Driver-Guard) at Chittorgarh station should be given charge of trains running between Ajmer and Ratlam and between Chittorgarh and Kota as per the earlier practice. Ajmer-Udaipur-Bandra Train No. 2996/2995 should be named 'Shaurya Nagri Chittorgarh Superfast'.

A passenger entrance should be constructed at the eastern side of Chittorgarh station to provide direct access to Maharana Pratap Setu Marg to facilitate movement from the old city.

Two DMU rakes should be run between Chittorgarh and Ratlam twice a day so as to provide cheaper and faster transportation to the poor people of this area. Two DMU rakes should be made available between Chittorgarh and Kota twice a day so as to provide cheaper and faster transportation of goods to the public of this area.

The electrification and doubling of Kota-Chittorgarh section should be carried out so that the trains could ply at maximum speed. A sum of Rs. 726 crores has been allocated in the present budget for a new route Ramganj Mandi – Bhopal which should be completed expeditiously. But only 30 crore rupees have been sanctioned in this budget which would be a drop in the ocean.

Dhamavan level crossing should be opened and a guard should be provided there or an overbridge at that point should be constructed so as to ensure smooth traffic. A railway over bridge should be constructed on Ramganj Mandi – Khairabad road for which the State Government has given its consent and sanctioned its share of amount. An over bridge should be constructed at Modak railway line.

Besides upgradation of Dhakania railway station an enquiry office should be set up and tin-shed should be constructed there. A computerized reservation counter should be set up at Rawatbhata. The culvert below the Rangpur overbridge should be opened. Jaipur – Shyamgarh (193) train should be extended upto Ratlam.

The stoppage of Udaipur-Maisoor and Jammu-Tavi trains should be provided at Ramganj Mandi. The height of platform at Ramganj should be raised. A tin-shed should be provided at platform No. 2 at Ramganj Mandi. A night train should be introduced from Kota to Nagda.

The existing foot overbridge for going from platform No. 1 to 5 at Chittorgarh railway station is very far from

the main entrance due to which it takes much time to go to various platforms and the passengers have to face a lot of hardships. Hence another existing bridge for going from platform No. 1 to Railway colony should be connected with all the platforms so that the passengers may get an additional bridge close to the main entrance.

Reservation quota in all the Chittorgarh bound passenger trains should be fixed for Kapasan and Fatehnagar stations.

The stoppage of Intercity (2991), Lake city (2965), Udaipur – Bandra (2995) etc. is required at Kapasan railway station.

Hence, I hope that you will consider the aforesaid problems sympathetically. I have heard that the hon. Railway Minister is kind-hearted and always ready to address the problems of public. I believe that hon. Railway Minister will address the said problems very soon. He had also promised to address all the problems of my area during his visit to that area.

\*SHRI PANKAJ CHOWDHARY (Maharajganj, U.P.):  
Sir, I rise to oppose the railway budget 2008-09 presented by the hon. Railway Minister reasonably. Though the Railway Minister has tried to present a populist budget but after going through this budget I find that it is far from the reality because he had tried the same thing in his previous budget also. As the hon. Minister had given indications to reduce the freight in the preceding year 2007-08. But in fact instead of reducing it, the freight of some objects was increased by 2 to 7 per cent. Similarly a surcharge of 7 percent was levied on clinker, the raw material for cement and iron through a circular in January. Consequently the freight charge of cement was increased from Rs. 810/- per tonne to Rs. 868/- per tonne. Similarly the railways levied two percent development charges on transportation of luggage and parcel. You have increased the Tatkal charges also. 150 rupees and 300 rupees are being charged respectively for sleeper class and AC class. You have upgraded about 200 Express and mail trains as superfast trains whereas there has been no change in their stoppage, these trains are often late also and the charges have also been increased.

Sir, hon. Railway Minister talks of providing world class modern stations and trains in the country. But there

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\*Speech was laid on the Table.

are still many parts in the country where there is no rail network. The existing platforms are very old but he does not pay attention to these even after his attention is drawn to these things. For example, Maharajganj has been a district for almost 20 years. But there is no rail network in Maharajganj. On 2.5.2005 I had drawn the hon. Minister's attention under Rule 377 towards this fact that if a new railway line is laid between Anand Nagar and Ghughli via Maharajganj, it will benefit the public and traders of my constituency. But the Minister tried to dispose of the matter citing shortage of funds and other reasons.

In this context under rule 377 on 5.12.2007 I had drawn the attention of hon. Minister towards laying a new rail line between Siswa or Ghughli and Anand Nagar via Maharajganj which is likely to reduce the travelling distance for the trains on that route by 50 kilometres and save fuel and time as well and the rush of trains at Gorakhpur station will also be decreased. The letter sent to me by the hon. Minister of Railways was about the progress of Bihar and the funds allocated for this purpose whereas I had drawn his attention under Rule 377 towards laying of new railway line in Maharajganj, Uttar Pradesh. However, the letter does not have any mention of Maharajganj district of Uttar Pradesh.

This time the hon. Minister had proposed inviting international open bids for developing New Delhi station, Chhatrapati Shivaji Terminal Mumbai, Patna and Sikandrabad Stations to the international level. I am sorry to say that not even a single railway station in northern India has been considered fit for this purpose even though Uttar Pradesh is an important State of the country.

Similarly, the hon. Minister has also proposed 13 new programmes worth Rs. 101 crore for making improvement in health services. It includes air-conditioning of the Central Hospital, Northern Railway, upgradation of divisional hospital into central hospitals at Jaipur and Hubali of North-Western and South-Western railways, setting up of divisional hospital in Ranchi and construction of OPD block in the ICF. But Uttar Pradesh and north-eastern railways have been ignored once again. The Minister has started a scheme of Kullahars (earthen pots) but it is not being implemented at most of the stations. People are still using plastic glasses causing pollution.

Sir, many a times I have drawn the attention of the hon. Minister towards the age-old platforms of Siwa, Ghugali, Notarva and Anand Nagar. There is a need to

raise their level and length. However, when the hon. Minister does not take seriously the questions raised in the House, how action can be expected on such letters.

The Minister is talking about increasing the income through freight but in the absence of godowns at the stations, how traders will avail this facility. I have requested the hon. Minister in writing to set up a godown at Ghugali, Siwa and Anand Nagar stations near Maharajganj. However, no action has been taken in this regard.

The hon. Minister has made a commitment last year regarding use of Khadi in trains and to provide AC coaches for transportation of milk and vegetables but the commitment has not been fulfilled.

For the last many years, the hon. Minister is announcing to convert unmanned railway level crossings into manned one but this work has also not been completed.

The hon. Minister might be observing that the people are still facing the problems of potable water, cleanliness and sanitation in toilets at platforms but no improvement is being made.

The hon. Minister is aware of inadequate safety arrangements in Railways. Often male passengers board the coaches reserved for women and misbehave with them but the police remains silent spectator.

In the last budget, the hon. Minister had announced to provide toilets similar to that of aircraft in all the trains but not even a single train has been provided this facility till now.

Sir, the hon. Minister has given a good news to the House that Railways has earned a profit of Rupees 68 thousand, 788 crores during the last four years. I would like to request the hon. Minister to include my demands in the budget for the year 2008-2009 and allocate adequate funds to meet these demands.

1. I would like to submit to the hon. Minister that by laying a broad gauge line from my parliamentary constituency Maharajganj, Uttar Pradesh to Anand Nagar via Lucknow will reduce the distance to be covered by the trains coming from Bagha and Motihari areas of Bihar to Lucknow by 80 kms. as these trains will not



[Shri Pankaj Choudhary]

have to go via Gorakhpur. It will reduce the railway traffic at Gorakhpur station and will save the fuel and time also besides facilitating the common people, farmers and traders of Maharajganj. I am demanding it for the past many years.

2. Sisva, Notanva, Ghugali and Anand Nagar stations near my parliamentary constituency Maharajganj are age old stations. The level and length of these stations should be increased to facilitate the people of the area especially the old age people, disabled and women to board and deboard the trains.
3. A godown equipped with modern facilities should be constructed at Ghugali station near my parliamentary constituency Maharajganj. Huge quantity of foodgrains is produced in this region and approx. 500 big and small rice mills are also located here. Foodgrain is sent to other parts of the country from here. Therefore, the capacity of godowns at Sisva, Notanva and Anand Nagar stations should be increased so that problems may not be faced in sending the large quantities of foodgrain produced in this region to other parts of the country.
4. The hon. Minister has selected the New Delhi, Chhatrapati Shivaji Terminus, Mumbai, Patna and Sikandrabad stations to develop them to the international level. I demand that any station of Uttar Pradesh may also be added in this Scheme. And I would be happy if Gorakhpur, the headquarters of North-eastern railways is also included in this scheme.
5. The hon. Minister has proposed 13 new programmes worth Rs. 101 crores for making improvement in health services. I would be happy if a hospital equipped with all the modern facilities is opened at north-eastern railway's headquarters, Gorakhpur.
6. Hon. Minister is requested to establish a factory near Gorakhpur to provide employment opportunities to poor youths and backward people. Hon. Minister, if wishes he can give priority in providing employment to the wards of railway employees.

7. I request the hon. Minister to start up and down train service at Gorakhpur-Notanva section to facilitate the local people.

8. Hon. Minister is requested to provide concessions in the railway fare to the unemployed graduate and post graduate boys and girls.

9. Sir, I would like to draw the attention of the hon. Minister towards the fact that though he is claiming major improvement in railway, most of the trains run late due to which passengers have to wait for hours together. Train accidents are taking place frequently and a number of people are losing their lives or limbs. My demand is that a special scheme should be included in this regard in the present budget.

10. Saptakranti Express running between Muzzafarpur and Delhi via Narkatiyaganj, Sisva and Gorakhpur should be provided a halt at Sisva bazaar.

With this, I conclude my speech.

CHAUDHARY LAL SINGH (Udhampur): Sir, with your permission I rise to support this Budget. I can say this with a challenge that you are a great personality of the country and all the budgets presented by you so far have set new records and you certainly deserve praise for that. No Member has criticized you for the Budget. I would like to thank hon. Lalaji and all his colleagues who are working for the welfare of the poor and I would also like to say that the way you have set an example by presenting a good budget may you live long and may you keep serving the nation!

Many people are aggrieved by your personality without any reason and they have a habit of finding faults in you. I would like to say that in my State, particularly in the hilly region, no such caste or special category remains which has not been provided any relief by you. You have thought about every person. You have thought for all be it scheduled caste, scheduled tribe and hilly people. It is a kind of record the way you have honoured the patriots. Earlier no one bothered about army people. You have provided facilities and given respect to them. The iron prices today are being watched by the entire world. Therefore, I can say that you are working as a star in the UPA Government. It is my humble submission that you must not be scared by anything. Although we

are your supporters but you are actually a very good human being from every aspect. You are a person who is connected to the soil, poor and common people, patriots and coolies alike. It is difficult to find such good people in today's world. As beacon light you are lighting the country, therefore, I do not have to say anything else other than supporting you.

You have doubled the railway line from Jalandhar to Jammu in my State. It is my humble submission to you that it would be very good if doubling of the railway line from Jalandhar to Udhampur is also carried out. People visiting Mata Vaishno Devi Shrine will be greatly benefited by it. The work on rail project towards Vaishno Devi lagging behind due to any reasons may kindly be expedited so that the passengers visiting from far flung areas of the country could also be benefited by it.

In the first budget four trains were introduced by you to Udhampur, but now they are very crowded because that is the last station of Jammu-Kashmir State. Therefore, all the trains must be extended upto that place for the benefit of people of the State.

You are going to run a Shatabdi train upto Pathankot. This Shatabdi train may be extended upto Jammu so that all the passengers can be benefited from this. You have decided to run Rajdhani Express on all days of a week. I would like to submit that if this is extended upto Udhampur then it would indeed be a very good step and I am hopeful that it shall be done.

Earlier a train used to run from Jammu to Haridwar at 11 O'clock, the timing of which has now been changed to 6 O'clock and now all the passengers reach Haridwar by 6 O'clock.

Mr. Chairman, Sir, all the people are very happy. Their time is saved and they return very happily. I would like to thank you for chalking out such a time table. Last time a survey was sanctioned for our place, and this time survey in Rajouri area has been sanctioned for which I would like to thank you. Work has not yet been started in regard to the sanctioned surveys. I would like to urge you to kindly take up the survey work there so that people's faith in you could be strengthened further. The survey from Kathua to Kishtwadi via Bani, Basauli and Bhadrawah is sanctioned. I would like to request you to kindly pay attention towards this.

MR. CHAIRMAN: Please conclude your speech.

CHAUDHARY LAL SINGH: Sir, I am going to conclude my speech. I would like to thank you for introducing 'Garib Rath'. Every single child of Jammu-Kashmir is very happy that you have introduced a Garib Rath from Jammu to Dehradun. I would like to request you to kindly extend it a little bit if possible. This Garib Rath should be started from Udhampur.

Sir, if you remember you had announced that a sleeper factory would be set up in Udhampur. Hon. Prime Minister was also present there, you had announced that factory for Kathua. Will you kindly find out the reason as to why the work on the said factory is not progressing further.

Sir, I am really thankful to you and would like to wish you all the strength so that you may continue working with the same determination. You are an example to this nation.

SHRI LALU PRASAD: Mr. Chairman, Sir, 80 hon. Members want to participate in this discussion. It can get very late in the night. It would be good if some of the hon. Members lay their speech on the Table of the House and there is no harm even if they do not do so. We have made arrangements of food for the staff.

MR. CHAIRMAN: Dinner will begin at 9 O'clock. I have also requested the hon. Members to lay their speeches on the Table of the House.

*[English]*

\*SHRI G.M. SIDDESWARA (Davangere): Hon'ble Sir, the Railway Budget, which is presented by the Hon'ble Railway Minister for the year 2008-09, is not a development oriented and it is an unfortunate and disappointing Budget as far as Karnataka is concerned. Karnataka has been totally neglected in this Budget. Only 2-3 projects have been announced but they are more advantageous to Tamil Nadu than Karnataka. Number of very important Railway Projects of my constituency have been ignored for the last several years. Those projects have not even been mentioned in this Railway Budget. They are :-

- (i) Railway line between Tumkur-Chitradurga-Davangere: It is 70 Km. Railway line. It passes through Birur, Kadur and Arasikere. It will take

\*English translation of the speech originally laid on the Table in Kannada.

[Shri G.M. Siddeswara]

more than one hour to travel in this route. It causes unnecessary expenditure, waste of time, energy and it will lead to more congestion of traffic. Considering all these genuine facts we have been demanding a railway line between Tumkar-Hiriyur-Chitradurga for several years. I have submitted so many representations and I have met personally the Hon'ble Minister and impress upon him to take necessary steps for timely completion of these railway projects. The Hon'ble Railway Minister Shri Lalu Prasadji had assured us, during his participation in the conference of Yadava Samaj at Chitradurga, on 11.02.2008 that he would sanction survey work of this railway line. But he made us disappointed by allocating a meagre sum of Rs. 3.80 lakhs.

**Kottur-harihar Railway Line:** Work of this Kottur-Harihar Railway Line is going on at a snail's pace. It was expected to complete this project with a cost of Rs. 125 crores but due to unnecessary delay in implementing the project its cost has gone up to Rs. 200 crores. In spite of our demand for completion of this railway line by the year 2008, only a meagre sum of Rs. 30 crore has been allocated in this Budget. It has made people of this part of Karnataka greatly disappointed.

- (ii) **Chitradurga-Jagalur-Kottur Railway Line:** This is a promising/encouraging railway line of this area and if it is completed the entire picture of this part of Karnataka would be changed. Though this railway line had been announced two years back only Rs. 10 lakhs have been earmarked in the year 2006-07 Railway Budget and in the present Budget also a mere Rs. 10 lakhs have been allocated. It is unreasonable. This allocation is not sufficient to complete even the survey work of this railway line, that too are made in a phased manner.
- (iii) **Road Over Bridge (ROB):** To construct ROB for Railway crossing near Harihar and Davangere at NH 207 and NH 208, in the year 2004, the then Railway Minister laid the foundation stone. The funds have been released in the year 2005 but no work has been started so far. It has not even been mentioned in the present Budget. Similarly, we have been demanding for the construction of RUB at the middle of the

Davangere city near the railway crossing 199, but it is unfortunate that it has not been mentioned in the present Budget.

- (iv) **Modernisation of Railway Stations at Davangere:** Davangere is one of the lucrative progressive districts in respect of education, industry, other economic activities. Every day a good number of inter-state people and foreigners are visiting this important place. Railway is the only mode of transportation, which can further boost the development of this region. Therefore, it is very much essential to take steps to modernisation the railway station at Davangere.

Apart from all these I had submitted number of representations in order to provide facilities to the people of this part of Karnataka.

In addition to all these I have submitted a number of representations to the Hon'ble Railway Minister to provide railway facilities to the people of this part of Karnataka. Those are:—

- (a) To give a stoppage at CHIKKAJAJUR for both the RANI CHENNAMMA EXPRESS and KURLA EXPRESS.
- (b) To give stoppage at HOLALKERE for MEERAJ-BANGALORE MAIL.
- (c) A.C. Coach should be added to the MAIL train, which starts from DAVANAGERE at 10 PM.
- (d) To provide basic amenities to the passengers at the Railway Stations of CHIKKAJAJUR and ARABAGATTI.
- (e) One more inter-city train should be introduced from DAVANAGERE to BANGALORE along with existing trains.
- (f) A Foot Over Bridge should be constructed at AMRITAPUR RAILWAY STATION.
- (g) Survey work should be done for extension of the KOTTUR-HARIHAR Railway line upto SHIMOGA.
- (h) Extension of the RAYDURGA-CHITRADURGA upto CHIKKAJAJUR.

People of Karnataka were being neglected while recruiting 4,700 group 'D' employees in South-West

Railway zone. Non-kannada people were given priority. Already in all the Railway Stations and Railway offices of Karnataka a large number of non-kannada people have been appointed. They are unable to respond to the problems of people Karnataka as they don't know Kannada language.

It is a matter of serious concern and not excusable that non-kannada people are not given priority while recruiting 4700 group 'D' employees. It is not only in the recruitment but also in awarding railway projects. Hon'ble Railway Minister has shown step-motherly attitude towards Karnataka.

Even though, I have made number of submissions to the Hon'ble Railway Minister in person and in writing. I have received nothing but the acknowledgement.

Therefore, through you I would earnestly request the Hon'ble Railway Ministers that they should keep the entire nation in mind instead of giving priority to their own States while awarding railway projects. They must do justice to every State. Finally I would like to impress upon the Hon'ble Railway Minister that in the Supplementary Railway Budget top priority should be given to my constituency Davanagere.

*[Translation]*

SHRI TUFANI SAROJ (Saidpur): Sir, I welcome the Railway Budget presented by the hon. Minister of Railways. In fact, the Minister has presented a shining India Rail Budget. I want to draw attention of the hon. Minister of Railways to Janghai railway station under Lucknow division of northern railway. Janghai station has got the status of a junction. Many trains pass through this junction, but in the absence of a stoppage here, the people of this area have to travel 100 kms to board the required train. Intercity 4204/4203 Up-Dn, Ratnagiri Superfast 2165, 2166 Up-Dn and Punjab Mail 3005, 3006 Up-Dn, which run on this route. In the absence of stoppage of these trains at Janghai, the people of the area around it face a lot of difficulties and the people have been demanding for the stoppage of these trains for long. I would urge the hon. Minister to arrange stoppage of these trains at Janghai. There is no waiting room there. There are 2-3 railway crossings and trains arrive here from three directions. Though it is a junction, yet there is no waiting room. Therefore, there is a need to make a waiting room. 3237 Patna-Mathura Express stops at Shahganj railway station in Jaunpur district,

whereas, it does not stop at Jaunpur, a district headquarters. The said train stops at other stations in the district. Mathura is the land of Jai Gurudev. District Jaunpur has large number of followers of Jai Gurudev and the devotees come here round the year but there is no stoppage in Jaunpur. Last year also I had made a request in this regard, but no action was taken thereon. Now, I am sure that the hon. Minister would provide the stoppage of the said train at district headquarters, Jaunpur.

Auriyar-Jaunpur line, under North-Eastern Railway is being converted into broad gauge from metre gauge. When it was metre gauge, Kerakat used to be a full-fledged station. There were railway crossings, godowns and other facilities there. But, since the start of gauge conversion process the station has been converted into a halt. There are two-three industries in its proximity and there is only a tehsil headquarters between Auriyar-Jaunpur. I wrote to the GM and also to the hon. Minister, though I have got a reply, yet I do not know for what reasons Kerakat would remain a halt only. In view of the interest of businessmen, I urge the hon. Minister to restore the status of full fledged station to it.

Mumbaites have many problems. People start rushing at the last moment. The situation is such that if we required a ticket for 10th, within 15 minutes all tickets for that date get sold. There is a shortage of trains. My submission is that a fully air conditioned superfast train be introduced between Banaras-Mumbai. It will solve the problems of people of Poorvanchal, eastern U.P. and Bihar living in Mumbai.

My last point is that the security personnels who accompany us, keep standing throughout the night, seats should be arranged for them in II AC class. I think it is last Railway Budget of 14th Lok Sabha.

*[English]*

\*SHRI PRALHAD JOSHI (Dharwad North): I rise to speak few words on Rail Budget 2008-09. Looking at the budget holistically there is nothing new. It is just like a old wine in new bottle. The Railway Minister has boasted of record profits for 2007-08 that is 25,000 crores. It is clear if we look at the 4 budgets presented by Lalaji, the common thread seen is a tendency to make Indian Railways a commercial unit rather than an important vehicle of Socio-Economical revolution of the country!

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\*Speech was laid on the Table.

[Shri Pralhad Joshi]

In the last budget that is 2007-08 Lalaji, had hit the headlines by not only not increasing the fares but had scaled down fares in AC Class said to have done for competing with Airways. This time he has gone a step ahead by cutting the existing fares for both AC and Sleeper Class.

The workability of these cuts is a different matter and there is much talk already how these cuts are just eyewash and people are just being fooled.

The point I would like to score here is how this Government is shying away from the real issues and problems the Indian Railways facing.

Now it is everybody's conviction that the real building of the nation is much depended on building of infrastructures of all kinds. Even our Finance Minister agrees this point, which is to some extent reflected in his General Budget.

I will take the example of the allocation pattern of S.W.R., which covers major portion of Karnataka which I am mainly concerned. The total capital allocation for all activities is about Rs. 1850 crores, of this 1850 crores the capital earmarked for real infrastructure building, projects like construction of new lines, gauge conversions and doubling of the tracks is just Rs. 466 crores! That is not even 25% of the total capital investment of Railways for S.W.R.

**Injustice to Karnataka:** Here I must not fail to mention that always a traditional way of injustice is meted out to my State in providing new Rail infrastructure to the State. The gauge conversion works started decades ago are not still completed. No money is given to doubling of the tracks and nor is there any talk of much money flowing to new lines projects leave away announcing new lines projects.

A total of Rs. 121 crores is provided for all ongoing new lines projects.

1. Harihar-Kottur, Newlines works.	Rs. 30 crores.
2. Kadur-Chikmagalur.	Rs. 10 crores.
3. Hasan-Shravanbelagola	Rs. 55 crores.
4. Hubli-Ankola	Rs. 10 crores.
5. Bangalore-Sattiyamangal	Rs. 01 crores.

6. Raydurga-Tumkur

Rs. 15 crores.

#### Gauge Conversion:

1. Shivamogga-Talaguppa No Fund	Rs. 40 crores.
2. Arasikeri-Mangalore	Rs. 137 crores.
3. Kolar-Chikkaballapur	Rs. 110 crores.

#### Doubling Projects:

Rs. 208 crores.

**No new infrastructure:** Lalaji quite fervently boasted 2007-08 year of historic high revenues for Railways of Rs. 25,000 crores well it is really inspiring. There is nothing magical in it when our economy is growing at the rate of 9% naturally it has the commercial impact on transport sector for high earnings and Railway being a biggest freight carrier in the country grabs the sizable market share. Admittedly the passenger traffic has gone up by 5.6% in the current year and naturally there is 14.2% hike in passenger traffic revenue. But, here the point to be noted is that this surplus is achieved on the existing infrastructure and there is nothing to be felt proud about the corresponding growth of new infrastructure on which this growth is achieved.

In the past four years Railways transported an additional 233 million tonnes and it proposes to increase it to 310 mt. in the next 4 years. How it is going to be achieved is not clear. There is no clear road map in the Budget. The issue of a clear road map is important due to a variety of reasons. If the economy grows at an estimated rate of nine percent, the Railways freight throughout should grow at least by 13-14 percent, if not more. This is the historical correlation. However, the freight traffic growth of the Railways has been steadily dwindling. For the past few years, the Railways has been transporting on an average an additional 60 mt. every year.

Though there is a proposal to acquire about 20,000 of wagons in 2008-09 again there is no clear picture proposed how it will be achieved. Much is said about acquisition of high capacity wagons but doubts are always raised high about the implementation.

The Minister propose to upgrade infrastructure at the cost of 75,000 crores in next 7 years. But wherefrom the money comes?

**Public Private Partnership (PPP):** Amidst the largesse that Railway Minister Lalu Prasad Yadav today doled out in his last rail budget, was a strong intent to

get the private sector on board the railway turnaround story. The minister said that of the Rs. 2.5 lakh crore of rail investments planned over the next five years, at least Rs. 1 lakh crore would have to come in through the public private partnership (PPP) route—this, even as PPP projects announced earlier are yet to take off in any significant way.

The railway minister proposed a number of schemes where private participation could come in, such as projects for provision of world class facilities at metro stations, setting up of state of the art rolling stock production units and construction of multi modal logistics parks.

However, PPP schemes introduced in the railway budget over the last couple of years are yet to see the light of day. "A couple of years back, the Railways announced the establishment of a diesel locomotive manufacturing unit at Marora, an electric locomotive unit at Madhepura, a rail coach factory at Chhapra and another one in Rae Bareilly"

So, in the nutshell what it indicates is that even with such a growth story in general economy Railway Minister has failed utterly to visualize a constructive programme for development of Rail infrastructure still Railway wants to show the profit magic by optimum utilization of existing infrastructure. That is why the Minister is not much liberal in going for projects like new lines, doubling of the tracks, gauge conversion etc.

**Not honoring the Karnataka Demands:** This is further reflected in rejection of some good proposals from SWR with regard to establishing a new wagon overhauling workshop, new DMU(Diesel Multiple Unit) at the cost of Rs. 311 Crores and 13 Crores respectively in Hubli.

**No timebound scheme for all ongoing projects in Karnataka:** For all the ongoing, new line, gauge conversion and track doubling projects a routine allocation is made.

**Hubli-Ankola:** There is no resolve reflected in the Budget regarding this new line project and people are again let down.

**New Trains:** Out of the 53 new trains introduced 21 are for Bihar. Some repeated demands for new Bangalore and Mumbai trains from Hubli is again discarded. I urge the Rail Minister to do justice to these demands Golgumaz Express to be re-introduced.

SHRI P. KARUNAKARAN (Kasargod): Mr. Chairman, Sir, I welcome the Railway Budget presented by the hon. Railway Minister Lalujji for the year 2008-09.

Railways have become a profit making undertaking and there is no hike in the passenger and the parcel charges. The credit goes to the Railway Minister and his colleagues and also to the 14 lakh workers who have been working day and night for the grand success of this public undertaking.

The railways are the most important infrastructure for the development of any State or any region. The Government of Kerala and the MPs of Kerala have given a number of suggestions. I am glad to congratulate the Government that the coach factory for Kerala and some of the other items have been sanctioned. We are really thankful for that. At the same time, still Kerala is facing some of the major issues with regard to passenger service which the Government has to take a serious note of. Especially in the northern part of Kerala, the passenger service is really insufficient. It is true that from 9 a.m. to 3 p.m. there is no train at all between Calicut and Mangalore. There is a gap of six hours between these two major stations. There is a demand and request from the Government of Kerala to start an inter-city express from Calicut to Mangalore. It would be very beneficial not only to Kerala but to Karnataka also.

Our Railway Minister Lalujji, when he visited Kerala, publicly announced to introduce a passenger train from Cannanur to Mangalore to minimize the passenger traffic. There is no difficulty because there is a train that starts from Calicut and it stops at Cannanur. It remains at least eight or nine hours idle there.

That train can be extended to Mangalore so that this problem can really be solved.

Sir, Kerala is a tourist destination. A number of tourists from other States are coming to Kerala everyday but at the same time there is no link train from other States. So, a tourist train from Kanyakumari to Goa is required not only for Kerala but also for other three States – Tamil Nadu, Karnataka and Goa. These four States can be covered. So, this demand for a link train can be acceded to by the Government.

Sir, a large number of people from northern Kerala go to Bangalore. There is only one train, that is, Kannur-Eswandapuri Express. It is only running twice a week.

[Shri P. Karunakaran]

That train has to be made a daily train because there is no other train in this belt from the northern part of the State.

Sir, the survey work in respect of Tallicherry-Mysore, Nilamboor-Nanjancode, Guruvayur-Tanoor, Angamali-Sabari is going on very slowly. I would request the hon. Railway Minister to allot sufficient funds for this work, and there should be a time-bound programme to complete the survey work.

I would like to congratulate the Government for having including two surveys, that is, Angadippuram-Calicut and Kanhangad-Panathur-Kaniyur, in this Budget. The survey work in respect of these has to be speeded up.

There is a heritage centre, Subramaniam. On the one side, there is the tourist destination and on the other side, there is the pilgrim destination. If we go to Cannanore, it comes to about 800 kilometres and if we go to Mangalore, it comes to about 450 kilometres. So, if this line comes, the distance to reach Bangaluru can be reduced by at least 150 kilometres. So, this would be a feasible line. There is no forest at all. People are ready to give their land without any difficulty.

There are about 65 ROBs in Kerala, and the work in respect of 12 ROBs is completed. The work in respect of the remaining ROBs is in different stages. I would request the Government to take up this issue. A time-bound programme has to be drawn up for these ROBs.

Sir, a good number of railway stations in Kerala have no better buildings, lack of shelters and lack of better platforms. These are all the common features in the State of Kerala. In this Budget, there may be some provisions but the Government has to take a special care with regard to the miserable situation which the passengers are facing.

We appreciate the decision to give relief to the licensed porters but at the same time nothing is said about the catering workers. So, that issue also has to be taken up.

I am glad that the Garib Rath from Kochuveli to Lokamanya Tilak has been introduced. It was declared in the last Rail Budget. I would request to provide stoppage of this train in the district headquarters. There are only two districts which are excluded. A large number of passengers' travel to Mumbai is from the northern part, that is, from Kasargod. Likewise, this train goes to

Kayamkulam, Alleppy district. So, these two district headquarters – Kasargod and Kayamkulam – have to be included in the list of new stoppages.

Sir, we have been pointing out that the passenger traffic in Kerala is very high. It is really difficult for people especially common people, office going people and students to board the train. So, our demand is that in order to minimize the heavy traffic, this mainline electric unit can be considered especially in the electrified unit.

Sir, I conclude my speech with one more request. In almost all the long distance trains, the difficulty is that women passengers are not able to get seats or berths though we have given some facilities.

So, it should be made mandatory that at least two coaches are selected exclusively for women passengers.

With these few words, I once again support this Budget.

\*SHRI RAVICHANDRAN SIPPAPARAI (Sivakasi): On behalf of M.D.M.K and our leader VAIKO I would like to put some suggestions on the Railway Budget 2007-08.

Railway is one among the fastest growing public sector. In many aspects it should not reflect the common-man requirement. Many of the express trains are converted as a Super Fast Trains without adding any new facilities. The only thing is indifferently Railways are increasing the fares.

One more point is regarding reduction of general compartments. Now a days many of the labourers, construction workers, semi-skilled workers and common people are using train facilities. So the crowd in general compartment is increased and increasing demand for the general compartment. Contrast to this Railway has decreased general compartments in many trains.

Announcing projects and new Railway lines every year after year is a Routine one. But the works in reality move very slowly. Even in some cases nothing is moved. For example in my constituency Virudhunagar-Manamadurai Broad Gauge conversion is taken by the year 2006-07 that same year some token money earmarked, the next year 2007-08 around 25 crores has been allocated for the same project. Entire 11 months

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\* Speech was laid on the Table.

between April 2007 to till March 9' nothing is happen. This year Railway Budget again 60 crores has been allotted. I don't know for how many years going like this. I urge through you to expedite this Virudhunagar-Manamadurai Gauge Conversion works which is pending for a very long time.

Providing stoppage of Nellai Express (Train No.2632) at Sattur Station in both directions in Southern Railway.

The Railway level crossing in Sivakasi will be required for FOB. (between Sivakasi-Srivilliputtur Station).

Nellai-Kanyakumari are the two districts which was earlier part of Madurai division. 1980-9- it was shifted to Thiruvananthapuram division. That time it was told that after the Gauge Conversion work between Thirunelveli and Manamadurai completed, the area given back to original Madurai division. All works had been completed. Even after the Gauge Conversion work between Thirunelveli and Madurai the Railway line still with Thiruvananthapuram division. So I immediately urge the Railway Minister to shift the area to original Madurai Division.

The Railway line between Madurai-Tutucorin-Kanyakumari must be doubled and electrified.

Gauge conversion work between Chenkottai and Punalur must be completed as earliest.

The Railway Employees launched long and intensive strike in 1974 for bonus its a major demand. It laid the foundation for a historic turning point in the political "power at the centre. Railwaymen were the first among the Central Government employees in arriving at an agreement for Productivity linked bonus. In spite of so many constraint the Railways are making Profits is mainly because of the since efforts and hard work of the Railwaymen. So Railwaymen should be paid incentive bonus besides productivity linked bonus whenever Railways earn profit extra earnings without surrendering it to the general budget be spend the extra earnings in the welfare of Railwaysmen. Housing is the major problem now. Railway could acquire land and allot plots to every Railwaymen at a subsidized rate.

SHRI ABDUL RASHID SHAHEEN (Baramulla): Mr. Chairman, Sir, I would like to bring forth a few points, which are pertinent to famous national project — broad gauge railway project — in Jammu and Kashmir. This

project is world famous because this connects Valley with the rest of the country.

Sir, I remember the saying of one stalwart freedom fighter. Six decades earlier when he was delivering a lecture in the Constituent Assembly of Kashmir, he said: "Only miracle can work and the road from Jammu to Srinagar will be stabilized, no question of a railway line to Kashmir Valley." So, my thanks go to the organizations, which are working on this project with dedicated sense of purpose and taking a lot of trouble during the security pressures and other difficulties to get it through.

But I would like to invite the attention of the hon. Minister about a few points, which are to be taken immediately into consideration so that this famous project does not face any bad omen. I would like to invite his attention towards the unwarranted and undesired thinking of grade change in the railway track and the design from Loaly (Riyasi) to Banihal. There is a rumour, they speak about it, that in the corridors of Northern Railway bureaucracy, now, this idea is getting a favour that they must invite some experts from outside, who can help them to change the design from 1:100 grade to a steeper grade of 1:50. There are certain instances all over the world that 1:50 grade can work in some areas that shorten the length of the railway track. But that is not feasible in Kashmir area because that may shorten the length of the track, but it would enhance and increase the length of tunnels, which are there in that area, where we have a tricky geology; and there is no certainty about the rock, which is not a strong rock there.

So, we need not to incur the risks in this important project. My humble request to the officers and the experts of the Department would be that they should not think of any design change. If there is a design change, we will take it as a conspiracy against this big and famous project. Now, the work has been held up in that area. We have three portions of this important track. From Jammu to Katra, it was expected to go through this year but unfortunately it got delayed because of squeeze in one of the tunnels, is a bigger worry now. I have been told reportedly that some of the experts from outside are now giving a suggestion in that regard. So, that worries us. The area, which was to be opened in 2007, would get delayed, at least, by one year. In case of Loaly to Banihal area, if you think of a design change, that would need one year for survey and two years for putting the geological studies in this situation. When the area experts would start studying about that area, it would take not



[Shri Abdul Rashid Saheen]

less than two more years. One year would be taken for putting the things in place to gear up for construction. So, in the fifth year, it may be taken up. Till that time, the delay and overrun in this project will definitely be a bad omen for this important and famous project. From the Central Asia, Pakistan and other areas, people are watching as to how shall it happen and take shape.

Maybe some people feel that there should be a stumbling block in this project.

This is a serious worry and I hope the Ministry of Railways will pay immediate attention. I am sorry to place on record that the engineers of Konkan Railway have not probably taken that area seriously. The track area which was within their charge, they have not been able to deliver. Now, 20 kilometres of work, reportedly, has been handed over to IRCON and IRCON people are doing a dedicated job. Of course, I must also accept that. So the new 20 kilometres of work have been handed over to them and the work has not been geared up in that area even now.

There are two things. One that the geology of the area which has not been taken care of, because of that the squeeze in the tunnel of Udampur-Katra has taken place, second the rumour about the grade change, I am expecting the hon. Minister of Railways will declare it here and now that this (grade-change) is not a reality and the work stopped shall be immediately given a go-ahead.

Sir, I have a very important thing to mention.

MR. CHAIRMAN: Please conclude.

SHRI ABDUL RASHID SHAHEEN: Yes, Sir. I will take one more minute.

This very important project, which will go up to Baramulla will not be able to help too much unless it is extended to Kupwara. Everything is in position and I hope that the Government will take a decision. My humble request to the hon. Prime Minister and the Government of India is this. As it is a national project, allocation has to be made by the Central Government. I hope that this will be done.

Sir, there is the case of giving employment to the family members of those who have been the land owners. That has also got delayed. I hope the hon. Minister will look into that matter also.

Sir, one more important humble submission is this. The designers who are looking after this Loaly-Katra area must be placed somewhere between Katra and Banihal. They should have their headquarters there. If they have to report back to Delhi sitting somewhere here, the things will not improve. I owe my thanks to the people who are looking after this project with a big sense of dedication and they are spending their lot of time and they are making history, of course. My salute to them, my salute is to the Government because they have not done any squeezed the funds in this project and maximum funds have been utilised for Kazigund to Baramulla line throughout and I am expecting that within a year, I hope, that will be done through.

With these submissions, I hope that the Ministry of Railways can do a big service to the Jammu and Kashmir area.

\*DR. PRASANNA KUMAR PATASANI (Bhubaneswar): Every year we are participating in Railway budget. Honourable Minister Laluji presently placed a good budget but we are debarred of getting good sanction for our state of Orissa. Our own Chief Minister deputed one Committee of Representatives headed by Hon'ble Speaker and we had a nice meeting with Laluji in his own chamber. As per our demand, Laluji paid us a patient hearing and committed to allot more money to our state. According to all India ratio the money which is allotted by Minister is not sufficient. I don't know most of the time we see whatever money that you are allotting in this budget your officials not utilizing properly. Therefore, most of the time the money is lost and you are diverting to other states. I have been requesting to allot a good sum of amount to Khurdha, Bolangir, new Railway line. Whatever the money you have allocated is not sufficient. And why it is delay of utilizing the last year money to be enquired by your august office. Kurdha Bolangir railway new line is linking in between western Orissa to eastern Orissa and western Orissa is quiet adjacent to your Bihar. If this railway line would be completed soon the people of Bihar may come to see Puri Lord Jagannath, the biggest world heritage Konark and Lingraja Mandir. In the world heritage consequently within 60 kms radius there are three world heritage situated in Orissa that is Konark, Lingaraja and Puri Jagannath temple. This is the only railway line in India which goes through downtrodden area of adivasi, harijan and girijan that is the most poorest area of the country that they don't see the train since

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\*Speech was laid on the Table.

independence. To promote our state Orissa from below poverty line this railway linkage can promote the economical, commercial revenues of the country. There is another small railway line from Puri to Konark must be surveyed immediately to promote eco tourism. I demand repeatedly that there should be metro railway connecting Kurdha, Cuttack and Bhubaneswar immediately.

Sir, I am representing Bhubaneswar the cultural capital of India, that the capital of our state to the Parliament. As a peoples' representative, I have been demanding to make Bhubaneswar as a No.1 city in the country. Now in the IT sector and other scientific achievements which is done by the present government should not be ignored. To promote the city we need some more flyovers to be done immediately. In the 13th Lok Sabha you had only sanctioned *i.e.* Punama Gate according to my request. That is not yet completed. Rest of the gates those are located under east zone Mancheswar, Vir Surendra Sai Nagar, Satya Nagar, Sayed Nagar and another Bhubaneswar station leading towards commercial market. Minister should pay personal attention to start this railway overbridge on priority basis to protect the lives of poor people. In every month they are getting accidents and deaths. To avoid this human tragedy a good sum of amount may please be allotted in this Supplementary budget. I have been requesting to you since long to construct one over bridge under Jatoni constituency *i.e.* Near to Kurdha Rly. Junction. To save the lives of poor people those are leading a very miserable lives. That the railway bridge previously constructed in the British period may be collapsed at any time. To save the lives and property of local people I draw immediate attention to implement the project diverting the funds *i.e.* unutilized in other states.

In the last government east coast zone is originated and not so progressed and the construction of building works is highly delayed. The headquarter office should be completed and I request the inaugural ceremony must be done by you before the elections and to this zone other ancillary materials and the improvement of works must be executed properly so that this should be best zone in the country.

And lastly in my submission my state Orissa is highly neglected relating to railway sector in the country. Suppose this year you have allotted about 30 crores to Kurdha-Bolangir the project needs more than 1000 crores and if this way the money would be sanctioned this will take another 50 years to complete the project. So I request

please allot 300 crores altogether to start the work ahead. Other new line projects submitted by our most popular state government should be paid special attention by you.

[Translation]

\*DR. SATYANARAYAN JATIYA (Ujjain): Hon'ble Sir, I urge for expansion of facilities for passengers in the railways through Rail Budget 2008-09. I also urge the hon. Minister that newly announced Ujjain-Amritsar train should run via Nagda Kota. It will facilitate direct link between the city of Bhagwan Mahakaleshwar and the city of Golden Temple, Amritsar. It will also provide rail connectivity between Indore-Ujjain-Ajmer via Ratlam, between the city of Mahakaleshwar to Pushkar and between Ujjain and Durgah of Ajmer Sharief. An intercity between Ujjain-Ratlam-Neemach-Chittor should be started. 193A/194A Jaipur-Shyamgarh train should be extended upto Nagda-Ratlam. Regular DMU service should be started on Ujjain-Indore-Ujjain, via Fatehabad-Chandrawati ganj route.

Now I would request the hon. Minister for providing stoppages. 9303/9304 Ratlam-Bhopal Intercity and 9311/9312 Indore-Pune Express should be provided a stoppage at Khachroad, 2941/2942 Ahmedabad Asansol-Parsavnath Express and 2247/2248 Ahmedabad-Azimabad-Patna 2909/2910 Bandra-Hazrat Nizamuddin Garib Rath at Nagda, 2415/16-Indore-Nizamuddin Indore Intercity Express should be provided a permanent stoppage at Mahinderpur Road station and 2465/2466 Indore-Sawai Madhopur-Jodhpur-Ranthambore Express at Vikramgarh-Alot.

Sir, I would also urge the hon. Minister for survey and construction. The proposal for gauge conversion of Ujjain-Fatehabad 20 kms stretch should be considered with the gauge conversion of Ratlam-Indore gauge conversion proposal. Ujjain-Angar-Ramganj Mandi broad gauge line should be laid. On Ujjain Nagda stations, station should be constructed towards Madhavnagar and Birlagram and passenger amenities should be provided there.

Sir, now I would like to draw attention of the hon. Minister towards creation of passenger amenities, upgradation of platforms and their expansion. The provision for waiting rooms and drinking water should be made at Piploda-Bagla, Unhel, Aslavda, Tajpur, Runkheda,

[Dr. Satyanarain Jatia]

(WR), foot over bridges at Piploda-Bagla, Unhale and Aslavda. Computerised ticketing facility at Khachrod, Badnagar, Mahindpur Road, Vikramgarh, Alot and at Tarana Road should be provided. Computerised reservation facility should be provided at Khachrand, Badnagar, Tarana Road, Mahodpur Road, Alot and Vikramgarh.

I urge the hon. Minister to fulfill my above mentioned demands.

[English]

SHRI SARBANANDA SONOWAL (Dibrugarh): Thank you, Sir. In the Railway Budget a lot of promises had been made to modernize the Indian Railways and adequate budgetary provision has also been made. But I am sorry to tell you that in this Budget, the interests of the North-Eastern region are totally avoided and overlooked. We have been demanding the modernization of the railway network in the entire North-East India (*i.e.* Assam, Arunachal Pradesh, Meghalaya, Nagaland, Mizoram, Tripura and Sikkim). Since Independence, we have seen that the growth of railway network in North-East is very slow. It is moving at a snail's speed. The outlook of the Ministry of Railways has to be changed for the overall growth of the railway network, its modernization, providing distinct facilities and all other assistance.

That is why I want to draw the attention of the hon. Minister through you that the Government of India has already created a new Ministry for the overall development of the North-East—that is DONER—Department of North Eastern Region. The North-East area has also been constitutionally categorised as a Special Category State because of its backwardness. That is why the nomenclature N.F. Railway, it should be changed name of it as North-East Railway Zone. A separate zone should be created with only the eight States covering the entire North-Eastern region.

Sir, as you know, in the last Railway Budget and also in the General Budget, it was promised that the national projects like rail-cum-road bridge at Bogibeel, conversion of metre gauge to broad gauge from Rangia to Murkongselek and others will be supported by adequate budgetary provision. But in the latest Railway Budget, whatever has been committed by the hon. Railway Minister is missing in the General Budget. He has promised that the ongoing project will be covered by the budget provision in the form of 25 per per cent from the

Railway Budget and 75 per cent from the General Budget, but it is totally missing in the General Budget. That is why, I make this special appeal to the hon. Minister of Railways that the particular budgetary allocation should be specified as to how this particular project will be completed as because the Bogibeel Project is targeted to complete by 2012. If it is to be completed by 2012, target fixed by the Railway Ministry, then budgetary allocation has to be made and it must be adequate. I was informed by the local officers that this time a provision of only Rs. 75 crore, that is, 25 per cent has been made from the Railway Budget. If another 75 per cent, that is, Rs. 225 crore has to come from the General Budget, then that should also be specified in a very clear term.

Sir, as you know, Dibrugarh Railway Workshop was established in the year 1881. In this particular Budget, the Railway Minister has promised to modernise many railway workshops in West Bengal and many other States. We welcome his decision, but he seems to have forgotten the Dibrugarh Railway Workshop which is running with 16 shops and total employees' strength of 1800 at present. My appeal, through you, to the hon. Railway Minister is that in this particular modernisation aspect of the railway workshops of Dibrugarh should also be included.

Since they have declared some of the important places like Shimla and Darjeeling as heritage centres, I would submit that the history of Railways started from Dibrugarh in the year 1881. So, Dibrugarh should also be considered as a railway heritage centre.

Now I am coming to the point of job reservation in Grade C and Grade D posts in the NF Railway. There should be 100 per cent job reservation for the local unemployed youth. Irrespective of caste, creed and religion, whoever is born and brought up on the soil of Assam and the North-East, they should be accommodated.

As you know, Sir, there is only single track Railway line connecting Assam to the rest of the country. That is why, we have been demanding that there should be double track of railways. A number of new trains have been declared. I would request that Dibrugarh and Tinsukia should also be given more trains so that communication facility can be improved.

Sir, for your information, let me come to other points. This particular Budget has announced the coach-making factory to be set up in Kerala. The people of Assam have been demanding about setting up a coach-making

factory at Bongaigaon in Assam and for this particular matter, the survey work was also started long back, but this has also been totally ignored. My special appeal to the hon. Railway Minister is that due to increase in the frequency of trains and railway network, this particular coach-making factory should be set up in Bongaigaon.

18.39 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Sir, Dibru-Sadiya railway line is one of the oldest lines, from Dangori to Choikhowa, it is still running on metre gauge. It should be converted into broad gauge. It is only eight kilometres. Due to large scale increase of population and in view of the fact that, I would like to request that over River Brahmaputra at Sadiya, there should be one more rail-cum-road bridge constructed immediately. In Assam and North-East, there is not even a single electric line.

Therefore, electrification of the Railway line should also be there. The Ministry has set up modern Railway network in rest of the country. So we demand immediately to set up a metro network connectivity in Guwahati to tackle the traffic system comfortably.

Lastly, the unemployed youth have always had a strong prejudice and a strong sense of deprivation in the Railways. Therefore, the Ministry should declare a special package for employment in the entire North-East.

\*Hon'ble Sir, Construction of Rly. Over bridges at Shantipara (Diburgurh), Sinsukia, Makum, Digboi, Meragherita and Rupai.

New Trains could be introduced in Guwahati, Tinsukia, Dibrugarh, Silchar.

Frequency up gradation of Rajdhani Express between Guwahati, Tinsukia and Dibrugarh

Increase number of goods trains in Assam

Doubling of Rly tract between Guwahati to Dibrugarh via Tinsukia.\*

MR. DEPUTY SPEAKER: The next speaker is Shri Virendra Kumar. Please be brief, and try to conclude your speech within five minutes.

\*This part of the speech was laid on the Table.

Those hon. Members who want to lay their written speeches on the Table of the House are allowed to do so, and the same will form part of the proceedings.

SHRI RUPCHAND PAL (Hooghly): Sir, I may be permitted to lay my speech on the Table of the House in order to save the time of the House.

MR. DEPUTY SPEAKER: I am also saying the same thing. Yes, you can do it.

[*Translation*]

SHRI VIRENDRA KUMAR (Sagar): Hon. Deputy-Speaker, Sir, I want to begin my speech on Railway Budget. In today's newspaper, I have read that the south bound trains remained stationary for about 6-7 hours due to some fault in the Northern Grid and the passengers faced a lot of problems. Budget session is going on and the Railway Budget is being discussed and fault in the Northern Grid during the discussion itself exposes the shortcomings in our system. Fifty three new trains have been proposed in this budget. Out of that, eight trains would be started only after gauge conversion. The desired attention towards the safety concerns is lacking in this budget. No clear plan has been made for ensuring safe journey. The pace of work for the reconstruction of railway tracks has been so slow in the last 5 years that more than half of the tracks are over burdened. Railway bridges, small or big, are in dilapidated condition and the train accidents occurring every other day show that the infrastructure of the Railways has become sick. Though, we have made the optimum use of the present capacity of the Railways, but no attention has been paid to the concrete efforts needed for increasing this capacity. There is also lack of foresightedness in the railway budget. It proposes to run a train upto Fulwaria but many states like Madhya Pradesh, Rajasthan, Gujarat, Karnataka have been deprived of the new trains.

Mr. Deputy-Speaker, Sir, I hail from Madhya Pradesh. The Bina-Katni track in Madhya Pradesh is known as the goods track. A goods train passes through this track every 15-20 minutes. We had much hope from the railway budget that the stations on the Bina-Katni track would be provided new trains. A number of Garib Rath trains are being introduced and we hoped that perhaps our hon. Railway Minister's attention may be drawn to this poor railway line and a Garib Rath train may be introduced on this track but it did not happen. The train passengers of this route did not get any new train. A new train has

[Shri Virendra Kumar]

been announced from Jabalpur to Nizamuddin. Before that, we had been demanding for a long time that the Madhya Pradesh Sampark Kranti Express, which runs thrice a week currently, should be run on all seven days and on its current route of Jabalpur-Katni-Bina-Jhansi-Delhi. But, the said new train will run between Jabalpur and Nizamuddin via Itarasi instead. Regarding change in the route of the train between Raipur and Lucknow, we had demanded from the hon. Minister that if a train can be run between Jabalpur and Nizamuddin via Itarasi then why the train from Raipur to Lucknow can not be run via Katni-Bina-Jhansi? There is not a single train for Lucknow on this track presently. Our old demand can also be fulfilled by running the Raipur-Lucknow train via Bina-Katni route.

One important feature of this budget is that attention has been paid to the coolies and they are being made Gangman.

Mr. Deputy Speaker, Sir, about 100-125 coolies came to me yesterday. I want to present before the hon. Minister their woes as told to me by them. They told me that only those coolies will be considered eligible who have passed class eight and who are below 35-40 years of age.

Mr. Deputy Speaker, sir, coolies who have been working for a long time and who are already 60 or 70 years old are not going to benefit from this scheme. There is a large number of coolies who have a token but are unable to work physically and they want to pass on this token to their son or nephew but even in that they are facing a lot of problem. Will the cases of such coolies be considered too so that they can transfer their tokens to a member of their family? Whenever the hon. Minister rises to give reply, he should clear the confusion regarding condition of eligibility for coolies to be a Gangman. Regarding safety arrangements, I would like to mention an incident which took place at platform number two of Sagar railway station on 10.8.07. A drinking water stand was being built there. The stand collapsed and two young girls, belonging to scheduled caste, aged 11 years and 13 years respectively, died on the spot. But no financial assistance has been provided so far by the Railways to the victims' families. Neither the contractor provided any assistance. I had spoken to the DRM in this regard and he had assured us that a financial assistance of fifty thousand rupees would be provided but not even 5 paise have been provided to the family. The Railway Administration should come forward to provide assistance to the victims' families with sensitivity in such cases.

Mr. Deputy Speaker, Sir, I hail from Sagar which has 80% population of the total population of my constituency, I want to urge the hon. Minister that the platform number two should be extended and beautified which is the long standing demand of the people of Sagar. Sufficient safety measures should be taken there so that the people could have the facility to move directly. I would like to lay the remaining points in writing. I thank you for giving me time to speak.

\*... A total of 53 new trains had been announced in the Railway Budget out of which eight trains would be run only after gauge conversion is carried out. Budget announcement of reduction of two percent in the fare for sleeper class, AC Chair Car and AC III Tier comes with the rider that the said concession would be applicable only on newly designed high capacity coaches. The fact is that there are merely 225 newly designed coaches. It would take nearly seven to eight years to replace all coaches with the new coaches which means that the passengers traveling by sleeper class, AC Chair Car and AC III Tier have to wait for seven to eight long years to avail of the relief announced in fares.

Similarly, it has been announced that passengers traveling in second class in mail and express trains would be given a concession of Rs. one on a travel costing Rs. 50 and five percent for a further journey. This concession is not applicable for passengers travelling in sleeper class. The seven and five percent reduction in AC 1st and AC IIInd fares respectively would not be available throughout the year in all trains.

Seventy percent of new trains announced last year were not introduced at all. Even so, more new trains have been announced which seems to be a vote grabbing tactic as this is an election year. No clear plan has been laid down for implementing safety measures to ensure a safe journey in trains.

The work relating to replacement of rail tracks has been progressing so slowly that more than half of rail routes have damaged tracks. Both large and small bridges are in dilapidated condition and the frequent accidents prove that the basic infrastructure of the railways has weakened. Optimum use is being made of railways but there is no effort to augment the existing capacity of the railways.

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\*... \* This part of the speech was laid on the Table.

We are not able to penetrate beneath the illusion created by the new railway budget and see the shaky financial situation of the railways. More than Rs. 80,000 crores have been spent on railways of which there is no account. Railway projects costing Rs. 47 thousand crores have been in limbo for many years. The oldest of the lot is a Central Railways project dating 1972 which was passed in some budget but has not been completed till date. There is lack of farsightedness in the budget which is well illustrated by the fact that a train upto Phulwaria has been proposed but States such as Madhya Pradesh and Gujarat have been totally neglected. The people in Katni-Bina rail division in Madhya Pradesh, also known as goods track, had hoped for a lot in the Railway Budget but had to face disappointment. I would like to draw attention towards some major problems and demands relating to railways which should be looked into, keeping in view regional interests.

Gopal Ahirwar, resident of Nagrotia under Khurai Thana, Bina Road lost two daughters, Kumari Bharti and Radha, on 10.8.2007 when a wall of Railway station No.2 collapsed, burying the two children. The railway department or the contractor has neither paid any compensation to the said person even though seven months have elapsed since the tragedy nor has any judicial action been taken against the contractor concerned.

Malgodam Road Makroniya station should be constructed in Sagar. 1271 and 1272 Bina-Itarsi Vindhyaachal Express should be given two minutes stoppage at Naryawali railway station. Bilaspur-Bhopal Express should be given stoppage at Dangidahar station. Sheds should be constructed to protect the passenger from sun and rain at Ganeshganj, Makroniya, Isharwara, Naryawali and Jaruakheda stations. A superfast train should run between Rewa and Colmbatore via Katni, Sagar, Bina, Itarsi, Nagpur, Hyderabad, Bangluru and Colmbatore. This would enable people from Bundelkhand and Rewanchal to travel to South conveniently. A new train should run between Jabalpur and Indore. Shipra Express is always overbooked and runs only three times a week.

A new train should be run from Bina junction to Allahabad via Sagar, Damoh and Katni. Kamayani Express is usually late by five hours in reaching Sagar. If its arrival time is extended by 2½ hrs, then it will arrive at Sagar at 6.00 in the morning and passengers would not have to stay awake throughout night. The reservation

counter gate situated outside platform No. 2 of Sagar station is the most frequently used gate because 80 percent of the population resides near that area. Hence more hotels should be built and commercial activity be encouraged in that area. Khurai station should be made a model station. Gondwana Express should be run from Jabalpur because this is a revenue earning train and passengers from Damoh and Sagar are not able to get reservation or seats in this train. Sagar is also a divisional army headquarters but no VIP waiting room exists here. An assurance had been given in this regard earlier. Display board showing coach position remains out of order causing inconvenience to the passengers.

Arrival time of the Gondwana Express at Sagar has been changed to 2.05 AM which is inconvenient for the passengers. The original arrival time should be restored. The assurance of extending the length of foot over-bridge at Sagar station should be fulfilled.

Chirmiri Damoh train should be extended upto Sagar. Jabalpur-Jammu Tawi Express should run on all seven days of the week. This would benefit the travellers visiting Vaishno Devi Shrine, the most frequented place of pilgrimage in the country. Bhopal-Bilaspur train should be extended upto Raipur and should run as a passenger train.

Raipur-Lucknow train should run via Katni-Bina-Jhansi. If Jabalpur-Nizamuddin could run via Itarsi, why not the Lucknow train? The stand contractor at Sagar railway station is forcibly charging more than the fixed rates. This practice should be stopped immediately. All express trains should be given a two minute stoppage at Makroniya Railway suburban/sub-city station. The crossing at Kanpur-Bhopal national highway near Makroniya station often remains closed. Hence, an overbridge should be constructed there at the earliest. GRP supervision is needed at platform No.2 of Sagar railway station. Anti-social elements tend to congregate there. The length of shed at platform No.2 at Khurai station should be extended.

A survey for laying a direct rail line from Nagpur to Lalitpur via Sagar had been carried-out during the British era. If it is implemented and a line is laid from Nagpur to Lalitpur, it would benefit the people of Chhindwara and Seoni and the travelling distance of all trains going from South India to Delhi would be reduced by 400 km. The stoppage of Kamayani Express, Chhipra Express and Gondwana Express should be provided at Jaruakheda

[Shri Virendra Kumar]

station. A large number of goods trains on Bina-Katni line stop at Sagar station and the running staff of these trains change their duties here. The goods trains often remain stationed here. Hence, a third platform should be constructed for these trains.

Earlier Utkal Express used to stop at Ganeshganj station. At present, temporary stoppage of train No. 1071 and 1072 have been provided at this station which should be made regular. A large number of students from Khurai railway station travel to Kota for studies. A good number of businessmen also travel to Kota. Hence, the stoppage of Jabalpur-Jammu Tavi Express should be provided at this station. It has been observed many times that at Sagar station the tickets are sold at only one counter before the arrival of the trains at platform No.1 and 2. General tickets should be sold at both the ticket counters one hour before the arrival of the trains at both the platforms. But the officials there complain of shortage of staff.

Durg-Nizamuddin Sampark Kranti Express halts at Khurai for one minute due to technical reasons but a commercial halt of this train should be provided at Sagar Khurai like the one at Katni and Bina. The passenger trains do not stop at platform No.1 at Naryavali station, hence foot over bridge should be constructed at Jaruakhera and Naryavali stations. The cases of pick pocketing at Sagar station are on the rise, hence appropriate action should be taken to check these incidents.

The stalls of various saanchi milk products and ice cream should be provided at both the platforms at Sagar station. Keeping in view the increasing population the number of general coaches and sleeper coaches should be increased in Jabalpur-Jaipur Express. A time frame should be fixed for furnishing replies to the letters sent by all the honourable members of Parliament. It has been noticed that the replies to the letters of MPs are not furnished even after 4 to 6 months. The position of coaches is not being shown at platform No. 1 and 2 at Sagar station which is causing inconvenience for the passengers.

Two years back four points were fixed for city booking in Sagar. At present, two booking counters are in operation but at least one booking counter should be set up in Makronia/Rajakhedi with a population of 50 thousand. The work near platform No.2 at Sagar station is going at a snail's pace which should be completed at the earliest.

Beautification of Sagar station as well as of surrounding areas should be carried out. There is a long pending demand of Intercity Express from Sagar to Bhopal and this train should now be introduced.

Famous pilgrimage spot Anandpur trust is situated on Bina-Guna line. The stoppage of Goa Express and other trains is provided for 15 days during the fair. Hence, the stoppage of Goa Express, Pushpak Express, Nanded Sachkhand Express should be provided at Bina station. Regular trains from Bhopal, Capital of Madhya Pradesh, to Patna via Bina-Satna and from Bhopal to Bilsad, Mumbai via Bairagarh township, Surat should be introduced. The work of proposed and sanctioned stamp dam for providing water supply to Bina railway colony and railway station should be started soon. There is no train from Bina to Bhopal railway station after 8.10 p.m. till 12.25 am. Hence the halt of Sachkhand and Goa Express should be provided at Bina station.

Due to Mahamaya being shunted at Bina station, the passenger trains come at platform No. 2 and 3 and the people rush towards the trains. Risk of an accident is always there even after the announcements are made. Hence the train should be shunted at platform No.3. Sagar level crossing on Bina-Jhansi line is often closed, where under-bridge or over-bridge should be constructed. Railway inquiry number at Bina railway station is always busy. Addition telephone lines should be provided. Several trains stop at Bina station and the trains are stopped many a times at outer signal. Hence additional platform should be constructed.

There is no TTE in sleeper coaches of 1271 and 1272 Vindhyaachal Express running between Itarsi and Bhopal due to which the passengers have to face a lot of problems between Bina and Bhopal. Gondwana Express is high revenue earning train which rarely runs vacant. It should run as a regular train from Jabalpur. In Bina, Bina Bazaria Shamshan Ghat is situated near Jhanei level crossing. That's why it is not being renovated. It should be renovated. Mandi Bamora station is an important place for fifty villages of Bina and Kurba region from where the passengers take trains. Hence the stoppage of Chhipra Express, Jhelum Express should be provided at Mandi Bamora station. Earlier Pathankot used to stop at Karauda station and the stoppage of the train should be revived.

The street vendors have been selling their items in small shops at Ganeshward on railway law near Bina

railway station for the last several years. Keeping in view their livelihood, the railways should permit them to carry on their business after fixing rent. The railway protection force (RPF) at Sagar, Damoh, Katni, Bina, Bhopal, Itarsi, Jabalpur do not give bail in even bailable offence. The persons coming to stand surety are misbehaved. The family members of persons arrested are not informed. Human rights are being violated. A high level inquiry should be carried out. The shortage of doctors at Bina railway hospital should be addressed and medical facilities there should be increased.

The construction of an oil refinery near Bina city is going on in full swing. Hence a cycle stand, booking office and one platform should be constructed on the western side of Bina railway station. A shed has been partly constructed at both the ends of platform No.1 at Bina railway station but there is no shed in the middle of the platform where the passengers have to face most of the difficulties. Hence a shed should be constructed here. Bina railway station, being a junction does not have the required facilities for the passengers. Hence the number of ticket-counters should be increased.

Due to the proposed oil refinery, Bina has become an important station. Hence keeping in view the demands of the officers of oil refinery and the public, the stoppage of Bhopal Shatabdi Express should be provided at Bina. About 500 acres of railway land near Bina railway station has been under encroachment. The said land should be got vacated from unauthorized occupation and a plan should be prepared for using this land for commercial purpose. The beautification of Bina railway station as well as its surrounding areas should be carried out.\*

[English]

SHRI RUPCHAND PAL (Hooghly): Sir, I may be permitted to lay my written speech on the Table of the House.

MR. DEPUTY SPEAKER: Yes.

\*SHRI RUPCHAND PAL (Hooghly): Sir, while supporting the Railway Budget 2008-09, I would like to submit that the following issues need to be urgently addressed by the Railway authorities.

Many of the issues are pending for several years. The concerned people expect that the UPA Government will pay attention to these burning problems affecting

thousands of daily commuters and other people and solve the problems at the earliest.

I am giving below some of the burning issues affecting the people:

1. Urgent need to solve the problem of water logging at Bandel Railway Station in the Howrah Division of Eastern Railway - a) at the Bazarpara point and b) at the Platform area;
2. Need to increase the number of Suburban Trains in the Howrah and Bandel; Howrah-Burdwan; Sealdah-Naihati; Sealdah-Krishnanagar; Sealdah-Bandel; Sealdah-Bongaon in the Eastern Railway; Sheoraphuly-Tarakeswar; Bandel-Katwa and similarly in the suburban sections of the South-Eastern Railway.
3. Urgent need to increase the number of coaches in the Suburban Trains from 9 to 12 coaches.
4. Need to ensure punctuality in the Suburban Service as also other services.
5. To provide Eastern freight corridor up to Deep Sea Port at Kolkata and to Haldia Port.
6. Urgent need for completion of the doubling of Railway lines in (a) Jirat-Katwa (in Bandel-Katwa Section) and b) Nalikul-Tarakeswar (in Sheoraphuly-Tarakeswar section).
7. To continue Nalikul Railway Station in the Sheoraphuly-Tarakeswar section of the Howrah Division as a regular station and not to convert it into a halting station.
8. To regularise the level crossing at Chandanpur and facilitate the construction of road from Chandanpur Railway Station to Durgapur Express Way Crossing Railway Line at Chandanpur in Howrah-Burdwan chordline (as per request Rs. 15,23,000/- (Rupees Fifteen lakhs and twenty-three thousand only) as per the estimate by the DRM, Howrah Office but subsequently not pursued by the Railways and the money was returned back to Collector, Hooghly. The scheme is to be taken afresh;
9. Urgent need to increase the passenger amenities including provision of drinking water, effective Public address system, clean waiting hall for the passengers, particularly for the aged, disabled

\*Speech was laid on the Table.



[Shri Rupchand Pal]

women and children; telephone facilities etc. in all important Railway Stations.

10. Widening of the sub-way at Bhadreswar Railway Station in the Howrah-Bandel line. Meanwhile in Howrah division of Eastern Railway as per estimate of the Railways two MPs - MP from Hooghly and MP from Srirampur have contributed from MPLADS for construction of this sub-way.
11. Urgent need for a Rehabilitation Plan for the oustees and persons evicted resulting from Railway Development work. The Railways need to provide suitable land for construction of their dwelling places and vending outlets and provide suitable land to cooperatives of Railway hawkers/vendors at Bandel and Chinsura.
12. Urgent need to use vacant Railway lands for cultivation of bio-diesel (like Jatropha etc.);
13. Urgent need to improve Railway management in different areas instead of taking privatisation route which will be ultimately harmful for the people of the country.
14. Need for connecting Naiikul in the Sheoraphuly-Tarakeshwar Section of Howrah division with the Howrah-Burdwan Railway chord line so that the Tarakeswar branch line can be connected to Sealdah.
15. Urgent need to make available Railway land to Harpal Panchayat Samiti for construction of a public stand in the interest of the Railway passengers.
16. To provide Railway land for Singur in the Sheoraphuly-Tarakeshwar railway line for construction of an approach road by Singur Panchayat Samity in the interest of the Railway passengers.
17. To construct suitable terminals for suburban trains at Howrah and Sealdah.
18. To construct at suitable terminal for SE Railway at Kolkata.
19. To introduce a daily Jana Satabdi train between Sealdah and New Jalpaiguri.
20. To extend Kolkata Metro upto Dakshineswar.

Sir, I would like to Submit the following demand for consideration by the Railway Minister-(a) The urgent need to take over by the Railways the two Wagon Manufacturing Units of West Bengal-(i) Braithwaite and (ii) Bum Standard (Howrah and Bumpur).

[Translation]

KUNWAR MANVENDRA SINGH (Mathura): Mr. Deputy Speaker, Sir, first of all I would like to congratulate the hon'ble Minister of Railways Shri Lalu Prasad Ji, Shri Rathwa Ji, all the officers and employees of railways for having presented Fifth Rail Budget. Railways have shown a record profit of Rs. 24 thousand crore. The UPA Government in its manifesto promised progress and development in the country and the railways have set a record by showing excellent performance. Therefore, all of them deserve congratulations.

Sir, as my previous speaker and also other Members of NDA have commented on rail budget. In its furtherance, I would like to quote a few lines from the report of expert committee of railways, constituted under the Chairmanship of Dr. Rakesh Mohan during NDA's regime. The report stated:-

[English]

"Indian Railways is today on the verge of financial crisis. To put it bluntly, the business as usual low growth will rapidly drive Indian Railways to fatal bankruptcy. In 16 years, Government of India will be saddled with an additional financial liability of over Rs. 61,000 crore i.e., US\$ 15.36 billion. On a pure operating level, Indian Railways is in a terminal debt trap."

[Translation]

The said report was presented during NDA's regime. Since UPA Government came to power, it has now presented fifth budget. I have just said that the railways has earned a profit of Rs. 24 thousand crore. It is a matter of pride for the whole nation. In view of constraints of time, I express my gratitude to the hon'ble Minister who has provided at least something to everybody, each section, be it poor, rich, middle class or others, through the budget. Even patients and students have been provided concessions in fares.

Sir, since my student hood I observed a trend that in run up period to the Rail Budget, people used to

anticipate that this much fare may be increased, as increase in passenger fares was obvious. But, since UPA came to power and Laluji assumed the charge of Railway Ministry, the fares have been decreased in place of increasing, in all the five budgets. The fares of upper class AC I class. ...(*Interruptions*)

MR. DEPUTY SPEAKER: If you want to make any point concerning your constituency, make it first.

KUNWAR MANVENDRA SINGH: Yes, I will say that also.

Passenger fares have been reduced by 7 percent in AC I Class, by 4 percent in AC II Class and by 3 percent in AC III Class. Coolies have been made Gangman and Gangman will be made Gate Man. It will solve the problem of unemployment and vacant posts will also be filled up and the coolies will get facilities. Girl students up to B.A. have been provided free rail passes for going to colleges and for male students this facility has been provided upto 12th level. Concession has also been granted to patients, senior citizens. The hon'ble Minister of Railways has made several provisions for all sections of society.

Sir, concessions have also been provided for patients suffering from incurable diseases such as AIDS and Cancer while traveling for treatment purposes. The construction of freight corridor will provide ample opportunities. It will give a boost to transportation of goods. Earlier, people were apprehensive while sending their goods through railways as goods trains used to be stranded for several days at stations resulting in delayed delivery of goods. Now the situation has improved and now goods reach well on time and that in why now people prefer trains for dispatching goods. It has benefited the public and the railways as well.

Sir, further 21 stations have been identified for up gradation to world class station. The birth place of Lord Krishna, Mathura has been included in the said list on my request. Therefore, I am highly grateful to the hon'ble Minister. I have some other demands, which I would like to lay is the House. ...(*Interruptions*)

MR. DEPUTY SPEAKER: I had asked you to put up your demands first, you have already spoken for eight minutes.

KUNWAR MANVENDRA SINGH: Sir, the hon'ble Minister got survey of Khurja-Raya railway line conducted

during last budget. Indeed, the survey took place. My submission is that it should be included in supplementary budget. From here there is no trains for Kolkata. A new train up to Patna has been started. I urge the hon'ble Minister to extend the said train upto Kolkata. Further, there is railway link between Mathura and Jaipur. I urge that Mathura may be linked to Jaipur.

There is a train between Mathura-Alwar, that may be extended upto Jaipur. It will facilitate passengers going to Jaipur.

Further out of three flyovers, I would like to thank the hon'ble Minister for Chatikara flyovers. Since 1984, I have been demanding for third line from Palwal to Mathura. I am grateful to the hon'ble Minister as the work on this line is in progress. After completion of the said line, I would request for approval of construction of four flyovers, namely Chatikara, Chata, Machhlimandi, and Janmsathan so that the villagers and the pilgrims will feel convenient to travel as they have been facing problems in absence of these flyovers.

In addition to it, I would urge the Govt. to reconsider the proposal of states with regard to 50% sharing of rail projects expenditure by them. I would say, since railway is earning so much profit, it should bear the cost of projects if state governments do not contribute.

I conclude with these words and I would submit my remaining demands in writing.

\*Kindly fulfil my old demand of Cheema halt station and Nari Salmri halt station as I have demanded in my speech on budget today on 10.3.08.\*

*[English]*

MR. DEPUTY SPEAKER: More than 70 Members are yet to speak.

*[Translation]*

Any Member who is given an opportunity to speak believes that he is the last speaker but he is not the last one and there are Members waiting for their turn after him. 70 Members are yet to speak. Therefore, it is my

\*... \*This part of the speech was laid on the Table.

humble request to you that you please present your demands as there have been enough of lectures.

*[English]*

SHRI C.K. CHANDRAPPA (Trichur): I stand to support the Railway Budget. In a few minutes, I would like to say a few things, particularly about Kerala. Electrification in Kerala is done from Shoranur to Trivandrum but we do not get the full utility of it because we are not having NUMU from Kerala. It does not help the passengers. Hence, our request is to start NUMU services in Kerala for which we may require additional tracks and also workshops for servicing NUMUs, which may be constructed there.

Secondly, the railway line between Ernakulam and Shoranur is utilization to the extent of 160 per cent. Two ports are coming up. Some other big developments are also taking place in Cochin and Trivandrum.

19.00 hrs.

If Vizhinjam Port in Trivandrum and Vallarpadam Container Terminal in Cochin are coming, then probably the Railways will have to provide for more traffic facilities. So, what I suggest is that an additional line should be put between Ernakulam and Shomur so that the capacity is enhanced.

Here again, a survey is to be conducted from Ernakulam to Guruvayoor for a new railway line, which will be a part of the Konkan Railway on the coastal railway system, that will be something like a by-pass. So, Ernakulam-Guruvayoor-Thannur, and then to Konkan Railway—this should be done.

Another thing is that there is already a survey done for Trichur-Nenmara railway line. But that should be implemented and action should be taken so that the construction work could start. Here, the problem that I would like to point out is this. This would also help lessen the pressure on the line Shomur-Ernakulam because if the train goes from Trichur to Nenmara and then to Chennai, it would help.

You perhaps know that Guruvayoor is a big pilgrim centre. As a pilgrim centre, Guruvayoor deserves a hotel or a Yatri Niwas by the Railway Tourism Corporation, which has to be given sanction to.

There is a demand made here for increasing the frequency of the train services from Kannur to Yashwantpur. Now, it is a weekly train and it should be made as a daily train; that is a train where you always have a lot of passengers. There is also a demand that the train that goes to Yashwantpur should be extended to Puttaparti where there is a very big super specialty hospital where many people from Kerala go and it is also pilgrim centre.

Another thing is that Guruvayoor Station should have a second platform and Guruvayoor Station platform should be covered because this is a pilgrim centre that attracts large number of people. Already at the Trichur Railway Station, a second entry has been inaugurated by the Minister of State of Railways, Shri Velu. But the construction work of the second railway, the platform, the ROB, booking-counter—all these works are pending and the Railway authorities are saying that they are not getting the contractors to do the work. I am surprised why it should happen like that. Please take steps so that these works are done as soon as possible.

Then, we have the Guruvayoor-Thannur railway line for which sanction has been given some 10-15 years ago, but the work has not been started because of the land acquisition problem. But with the new Bill which we are going to enact regarding the land acquisition, this problem might be solved in a way that this line will come up.

The last point that I would like to say is that we were demanding a new railway zone for the peninsular region, of our sub-continent, maybe on the South-West side. It may include the Konkan Railway from Goa to Mangalore and also the other parts which are remaining—Trivandrum and Palghat.

Additionally, Salem division can also be made part of that zone. If a zone is there probably the development of that area can be further improved. So, I would like the Ministry to seriously look into this matter also.

We are supporting this Budget because it did not put a lot of burden on people. The Government has now announced certain new norms for the ROBAs based on which Ernakulam-Kayamkulam sector, a thickly populated area through which the rail passes, requires more ROBAs. The Government should take action in this regard.

I support this Budget and I hope these proposals would find favour with the Government.

\*SHRI M. RAJA MOHAN REDDY (Narasaraopet): I rise to support the Railway Budget 2008-09. The Budget introduced a wide range of passenger amenities convenient and comfortable especially for the common man. The Budget slashed passenger fares for all classes of travel, upped existing discounts for students and women senior citizens. The Railway Minister has not raised passenger fares this time also and still recorded its highest - ever cash surplus profit of Rs. 25,000 crores which is shared rightly with its customers and passengers, the efforts made in this regard must be praised.

The introduction of 10 new Garib Rath, 53 new trains, extension of trains and increase in frequency of 11 trains besides gauge conversion, doubling and construction of flyover are really commendable.

As it would be difficult to finance a large number of programmes running into several crores solely from Railways own resources, Government's decision to start many public - private partnership schemes to attract investment to the tune of Rs. 1,00,000 crore over five years are praise-worthy.

The projects likely to see public-private partnership include world class facilities at railway stations, setting up of rolling stock production units and construction of multi-model logistics parks, expansion of network and allowing commercial usage of railway land by the Rail Land As on 29.11.2007, there were 146627 numbers of encroachments with a total of 1575.75 area (in hectare) under encroachments.

So the Railways should take early affective steps to free their land of encroachments as per provisions of the Public Premises Act 1971 and Railway Act 1989.

An early land acquisition ordinance may also be passed to enable expeditious commissioning of important railway projects.

Sir, the pace of construction of new railway lines, increasing the speed of trains is hopelessly slow as compared to other Countries. During British period, an average 572 kms of lines per annum were added for 94 years with total 54000 kms approximately, whereas after

independence we could add only 166 kms per annum in 60 years totaling to approximately 10,000 kms. The average speed of our passenger or express trains is approximately 26 kms per hour and goods train only 24 kms whereas in other countries trains are running at more than 100 to 200 kms per hour and they have now bullet trains which run even faster. So Railways should also take all necessary steps to make Railways likewise.

At present Railway's share in transportation of goods is only 30% and 70% is done by Roadways. To increase its revenues, the Railways should identify more routes to its network and construct new lines.

Since Independence, the construction of new lines in South Central Railways is far below the national average. The fate of on-going projects is no better. There are a number of rail projects, lying incomplete, for want of timely release of funds resulting in considerable delay in their completion and unnecessary escalation in the cost. The Railways, therefore, see and ensure that once a project is cleared and sanctioned funds are released and they should be completed without delay in a stipulated period.

The South Central Railway has not been given a fair deal in the present Railway Budget. A number of justified demands submitted by Andhra Pradesh Government to the Centre from time to time pertaining to pending projects, new lines, new trains, doubling and electrification of trains, increase in frequency and extension of trains are still lying uncleared as adequate funds have not been released. I draw the attention of the Hon'ble Railway Minister especially to the projects, namely:-

#### **New Lines (Nadikudi to Srikalahasti)**

The construction of new Railway lines from Nadikudi to Srikalahasti in Andhra Pradesh, covering Guntur, Prakasam, Nellore and Chittoor Districts, is a long pending proposal. This line will cover the backward areas covering 309 kms and Ayacut areas of Nagarjuna Sagar, Railway board has sanctioned for updating of survey report in 2004-05. Accordingly, the survey report was submitted to the Board in February 2005.

The estimated cost of the project is Rs. 711.52 crores with ROR of 15.08%. This will be an alternative and all-weather route between Hyderabad and Chennai and down south passing through Nagarjunasagar Ayacut area and also backward areas of four Districts. It satisfies all the norms or Railway Board for taking up of new Railway lines.

\*Speech was laid on the Table.

[Shri M. Raja Mohan Reddy]

I may state here that on the present Vijayawada - Chennai line, there is often disruption of trains as bridges and lines are damaged during rainy season. Sometimes the entire rail traffic is completely paralysed for days together putting railways to enormous losses upto the tune of hundred of crores. Hence, to avoid the huge losses and smooth running of trains, this new all-weather route is absolutely necessary, which may be taken up on priority basis and complete the project in a stipulated period.

#### **Piduguralla-Narasaraopet**

The Piduguralla-Narasaraopet, (33 kms long stretch) is a very important link, which connects Narasaraopet with Hyderabad and Chennai. Narasaraopet is the Divisional and my Parliamentary Constituency Head Quarter. It is therefore requested that for the safety and convenience of new route may be taken up on priority basis.

Doubling and Electrification of Bibinagar-Nadikudi/Macherla-Nallaoadu, Vijayawada-Gudivada-Machilipatnam -Bhimavaram/Narsapur-Nidadavoplu, Guntur-Tenali-Repalle projects may be accorded early sanction for public interest.

Andhra Pradesh State Government has already send proposals for increase in allocation of funds in favour of some on-going projects such as Nandyal-Yerraguntla, Kotipalli-Narasapur, Kakinada-Pithapuram and Macherla-Nalgonda. The proposals may kindly be accepted for timely completion.

The requests are pending with the Railways which pertain exclusively to the safety and convenience of passengers especially old, infirm and women: To provide box-type Road under bridge of size with 8 ft. height and 15 ft. breadth at KM-46 at Narasaraopet Railway Station limits. This is long pending issue.

To provide Foot Over Bridge in Vinukonda Railway Station and raise the height of the 2nd platform.

To provide second platform and foot overbridge in Markapur Railway Station.

To raise the level of platform and cover over area in Cumbum Railway Station.

To provide foot over bridge and to raise the level of 2nd platform in Piduguralla Railway Station.

To extend the cover over platform and lighting facility in Gurazala Railway Station.

To raise the level of platforms, cover over platform and lighting in Rentachintala Railway Station.

Reconstruction of Macherla Railway Station Building and to raise the level of platform. It is an old station.

To increase the number of Bogies to Secunderabad-Guntur Fast Passenger Train.

These may be executed on priority basis as a special case.

#### **Setting up of a new Coach Rehabilitation Workshop**

Hon'ble Chief Minister of Andhra Pradesh has requested to set-up a new Coach Rehabilitation Workshop at Nandaluru in Guntakal Division, which is located on the Chennai-Mumbai route. This is ideally suited for receiving coaches from all directions. There is large extent of land available at Nandalur to meet the requirement of setting up of Coach Rehabilitation Workshop.

Government of Andhra Pradesh has assured to make available the required land as well as providing the required infrastructure.

The Gooty and Kazipet Electrical Loco Sheds are over utilized and Locomotives are sent to the other places for Periodical Overhauling (POH). To meet the ever increasing demand for POH facilities, it would be ideal to locate the POH facilities for Electrical locomotives at Kazipet also to save time and cost.

Since Kazipet is centrally located and sufficient land with required infrastructure facilities is available it would be easier for the plant to be set up here.

If further improvement in infrastructure/or any other facility is required, Government of Andhra Pradesh would be ready to extend the facilities as required by the Ministry of Railways.

In the end I may draw the kind attention of the Hon'ble Railway Minister to some suggestions made by the former President of India Shri APJ Abdul Kalam in recently concluded two-day conference (February 29 and March 1, 2008) on "Railway Vision for 2030". Some of them are replacing old chain pulling system with a new system which will register the finger prints of the user

passenger trains at the 200 kmph and goods train at 150 kmph, door to door services, Double Decker trains to handle festival crowds, solar energy for lightning trains, switchover to bio-diesel and collaboration with Indian Space Research Organization for communication system in trains. Multi-layered platform at all type I & II cities, zero accidents and integration of all 28 states through Railway network by 2030. All these suggestions are very valuable for future development plans of the Railways, which may be seriously taken into consideration.

[Translation]

\*SHRI RAM SINGH KASWAN (Churu): Sir, the gauge conversion work of Suratpura-Hanumangarh, Sriganganagar and Churu-Sikar-Jaipur (present Sriganganagar-Jaipur railway line) falling in my constituency have been included in the current budget. This is an important project and its completion will make a direct connectivity route between Sriganganagar and Jaipur. Only token amount has been allocated for this project. Therefore, it is requested that full amount should be allocated so that the work could be completed. In the previous rail budget a provision for gauge conversion of Rewari-Bikaner, Sadulpur-Hissar and Ratangarh-Degana railway line was made, and it is necessary to complete the same in this financial year. The people of my constituency are greatly disappointed that Ratangarh-Sardarshahar railway line of my constituency has not been included in the current budget for gauge conversion, this railway track has been in operation for nearly one decade. Sardarshahar is commercially and educationally important place where students from all over the world come for the purpose of studies and research. For business and employment, the local people go to different places all over the country. It is extremely necessary to include the said project in the current budget. The Government of Rajasthan has proposed a number of projects to be included in the Rail Budget but the Railway Ministry has not considered any of these proposals.

There is a long pending demand for laying of railway line from Sikar to Nokha via Salasar-Bidasar, Bhiwani to Churu via Loharu-Pilani, Sardarshahar to Hanumangarh and from Churu to Nohar via Taranagar, which is very important for this area. Therefore, this should also be included in this budget.

Gauge conversion work of Rewari-Sadulpur and Sadulpur-Hissar railway line is on the verge of completion,

but in the budget no provision has been made for the trains that are to be introduced after gauge conversion whereas a provision has been made for running trains on other routes after gauge conversion. Therefore, it is extremely important to make a provision for running at least two express trains one in the night and one in day time between Delhi to Sadulpur after the gauge conversion. In the similar manner, trains should be run on Sadulpur-Hissar railway line.

The biggest problem of my Parliamentary Constituency is that there is no Railway level crossing. In the absence of unmanned or manned railway-crossings, the rural public has to face a lot of problems. There is 450 kms. of railway line in Churu Parliamentary Constituency. There are merely 25-30 railway crossings and that too on both sides of the city and the roads connecting two villages are going to be closed now. The rural people are making a 'dhama' protest but nothing has been done in the budget for providing any relief to them. The crisis would further aggravate after gauge conversion. A provision has been made in the budget for converting unmanned railway crossings into manned railway crossings but no provision has been made for making new railway-crossings. The State Government does not have the resources to spend Rs. 1 crore and 20 lakh for each crossing. I have been raising this issue in every budget discussion but so far no solution has been provided for this. These days every farmer is owning a camel cart, tractor, jeep etc. and only they know how difficult it is to cross the railway line in order to reach their farms, villages, tehsil, Sub-Divisional headquarters, etc.

Gauge conversion work of Sadulpur-Hissar railway line is going on in my home district Rajgarh. Level Crossing number 32 which is located at 49.314 kms. north-east of Jumpha railway station is being shifted to 50.04 kilometers due to construction of new platform where it is not required at all; This railway crossing will not help in connecting any village. There is Indasar village in the south of the same place which has been connected with NH 65. Since the last one month, the villagers are sitting on a dhama demanding the said level crossing to be shifted near Indasar village. It has become very difficult for the Local Administration to maintain Law and Order. Both the Gram Panchayats, Sub-Divisional Officer, Rajgarh, District Collector, Churu have written to Railway Zonal Manager, Bikaner and other officials and issued no objection certificates for shifting the aforesaid railway crossing near Indasar. They have also apprised the

\*Speech was laid on the Table.

[Shri Ram Singh Kaswan]

concerned officials on phone in this regard but so far no action has been taken. In public interest the aforesaid railway-crossing should be shifted to 51.585 kms. (Pole No. 51/9) near village Indasar so that 20-25 villages may be benefited from it.

Construction of a Railway Under Bridge (RUB) near Guglawa Kirtan halt, Dokwa, Payali and Sheetalnagar and Benisar Station at Loharu-Bikaner section will resolve this problem. At present, gauge conversion work is also going on, so there will not be any particular problem. Besides, on the same railway line, on the western side of the Rampura Station at Guglava road, Bevad-Bhojan, Guglava-Kirtan halt stations and on the road in the western side of Kandharan halt, near Hadiyal, Molisar, Payli, Sheetal Nagar, Bigga, Benisar, Hemasar and Sudsar villages near Khasoli village on Churu-Sikar road railway underbridge and at Bhojasar, Padihara, Balsamad on Ratangarh-Degana railway line and Pahadsar, Hasiavas and Sidhmukh (Bhadra Road) on Sadulpur-Hanumangarh railway line and in the western side of Sidhmukh Gram on railway line for Hanumangarh from where a very important road goes from Jaipur to Shri Ganga Nagar from where more than 500-600 vehicles pass through daily and near Lasedi on Lutana Sadasukh road on Sadalpur-Hissar railway line, construction of manned or unmanned railway level crossing is very necessary in public interest. In the absence of these crossings rural people are facing a lot of difficulties. These are accident prone areas and farmers have to cross the railway lines in a wrong way. The hon'ble Minister of Railways himself hails from rural area. There could be no bigger problem than this in the rural areas. He can solve this problem. He has admitted in his budget that the State Government lacks the resources, it cannot allocate funds for these level crossings. I have raised this matter in the House several times and I have met him personally also in this regard. However, no provision has been made in the current budget also.

Alongwith it, there is a long pending demand of halt stations at Anandvasi, Jaiselmer and Benisar areas of my Parliamentary Constituency which is very necessary. Despite the grant of approval for computerized reservation facility at Ladnu station, this facility has not been started there. It should be started as early as possible. There is a need to provide computerized reservation facility at Shridungargarh station also. Please grant approval for it without any delay. Please provide a halt to Badmer-Guwahati Express 5631 and 5632 at Degana Junction. It is a very important train which connects my Parliamentary

Constituency to Kolkata. Sadalpur junction is a very important station of north-western railways. This station connects the entire Rajasthan to Haryana-Punjab and Delhi. Therefore, this station should be developed as a model station. A large number of martyrs of Kargil war were from my area. Therefore, there is a need to provide separate waiting rooms with better facilities for defence personnel. An over-bridge should be constructed at railway level crossings near Churu Junction, Ratangarh Junction, Sadulpur Junction and Sardar Shahar Sujangarh Station.

[English]

SHRI K. FRANCIS GEORGE (Idukki): Thank you, Sir. I am not going into the general issues. The Indian Railways have shown surpluses since 2005 under Lalu Ji and in 2008, raising a cash surplus of Rs. 25,000 crore before dividend. As the hon. Minister said, on a benchmark of net surplus before dividend, this puts the Indian Railways above most of the fortune 500 companies in the world. I would like to congratulate the hon. Minister and his team for this commendable performance.

The various strategies in achieving this have been mentioned in the Railway Budget speech. I do not want to repeat them. From what we could gather from the speech of the hon. Minister, the Indian Railways will be facing a stiff competition from low cost airlines in the case of upper class segment of passenger business. Short term medium distance passenger business will be facing intense competition from very vastly improved road services.

To meet this challenge, the Railways should develop dedicated high speed freight cum passenger corridors. In fact, in the Budget the Minister has announced the sanctioning of dedicated freight corridors from Mumbai to Delhi and from Delhi to Kolkata. In a major policy shift the Railways have announced the construction of dedicated freight corridors separating freight traffic from passenger traffic on trunk routes. This is being done parallel to the Golden Quadrilateral Highway and also in its diagonals. I would like to point out that when this particular Golden Quadrilateral Highway was constructed, it was supposed to connect various parts of our country. But the Western Corridor starting from Kanyakumari to Mumbai was omitted actually. In fact, we had raised it then but the then NDA Government did not find it feasible or possible to sanction it.

Now, the Railways are also taking up this major project. The basic question is whether we should have a separate freight corridor itself. The experts say that we should be having a dedicated passenger corridor parallel to the Golden Quadrilateral and parallel to the North-South, East-West Express Highways. In fact, the freight traffic could be shifted to the existing lines because for the freight traffic the maximum speed required is only 100 kms. per hour. That is possible within the existing tracks whereas to run bullet trains, high speed trains, which run at 250-300 kms speed, we will need dedicated passenger corridors.

I would request the Railway Ministry to think about it because once we lay dedicated freight corridors, it will be impossible to have another dedicated passenger corridor. How to connect these two? Otherwise, these two have to be integrated. We can have dedicated high speed corridors where both freight and passenger trains could ply.

In the Eleventh Plan, the Railways plan to have capacity enhancement, both freight and traffic, by utilising the dedicated routes. Considering the size of our country, we are of a sub-continent size, and also keeping in view, the need for fast travelling in modern times, I would request the hon. Minister to include Mumbai-Kanyakumari sector also under high speed corridor project.

Various needs of Kerala State have been mentioned here. I would restrict myself to certain points relating to the hilly district of Kerala, Idukki where there is not even an inch of railway line. The hilly district is known for its tourism potential. In fact, not only of Kerala's but the country's main tourist centres like Munnar and Thekadi, the Periyar Wildlife Sanctuary, are located in the hilly district Idukki of Kerala. It is not connected by railway. In fact, I had requested in the earlier budget discussions also for a railway line, the Madura-Theni line via Chinnamannur-Uttamapalayam-Kumbum to Lower Camp. If this line is extended to Lower Camp in Tamil Nadu, it will reach five kilometres near to Thekadi, the Periyar Wildlife Sanctuary. That will connect the hilly areas of Kerala and it will be a boon to tourism.

Also to give a boost to the tourist centre, the Periyar Wildlife Sanctuary, I had made a request. The Railways need not have to spend a single paise. Several new trains have been announced. One is Dehra Dun-Kochivelli Express. It can be renamed as Kochivelli-Dehra Dun Periyar Express.

MR. DEPUTY SPEAKER: You can lay the rest of your speech on the Table.

SHRI K. FRANCIS GEORGE: I am concluding now.

Also, for Idukki, the nearest boarding station is Alwaye. Several important trains have no stop there. So, I would request the hon. Minister to consider Trivandrum-Bikaner, Trivandrum-Chennai Superfast Train, Kochivelli-Chandigarh Sampark Kranti, Kochivelli-Bangalore, Kochivelli-Lokmanya Tilak Garib Rath and also the new train that has been announced in the Budget should stop at Alwaye so that Idukki bound passengers will find it convenient to board it.

So, I would once again request the hon. Minister to consider these points and also to name the new train as Periyar Express.

[Translation]

\*SHRI ANIRUDH PRASAD ALIAS SADHU YADAV (Gopalganj): Sir, I rise to support the railway budget for 2008-09. Hon'ble Minister of Railways Shri Lalu Prasadji, the leader of the youth of our country, is the first railway Minister since Independence who has presented four historical budget during the tenure of the UPA Government which would be written in golden letters in the history of railway budgets.

A number of concession have been given in fare and without increasing the freight rate railways have shown a pre-dividend cash surplus of Rs. 25000 crore and net revenue of Rs. 18416 core. Post-dividend net surplus of Rs. 13535 crore has been declared.

In the railway budget for 2008-09, the hon'ble Minister of Railways has proposed improvement in ticketing system, passenger amenities and concessions such as increasing concession for elderly women from 30% to 50%. The facility of free monthly season ticket which was being provided to girl students upto class XIIth and to boys upto class Xth has been increased to upto graduation and class XIIth respectively. I am recalling a couplet:-

"Yatra Naryastu Pojayantey-Ramantey Tatra Devata"

That means God remains there where women are respected. The hon'ble Minister Shri Laluji has taken commendable steps for women, girls and students.

\*Speech was laid on the Table.



[Shri Anirudh Prasad *alias* Sadhu Yadav]

Several Systems have been formulated for transportation of goods. A vision 2025 has been formulated for the coming 17 years. The Minister has announced various facilities while paying attention for improving the railway safety, for taking measures for railways protection, for making progress in social welfare, special recruitment drive and employees welfare.

Concession of one rupee per passenger in the fare upto Rs. 50 in the second class sub-urban railway, a concession of 5% in the fare beyond 50 rupees in the same class, 7% in the 1st class AC fare and 4% in the AC IInd class fare have been given. By giving these hefty concessions and that also without increasing the fare, he has proved that through effective and efficient management the progress and safety of the railways can be ensured and the country will go ahead on the path of development. The present railway budget is a pro-people budget as no increase has been made in the freight rates.

The hon'ble Railway Minister has a considerate view towards porters. He has decided to appoint the porters working at railway stations as Gangman and on other group 'D' posts as a one time measure under social welfare scheme after conducting their verification. Families of porters expressed their satisfaction and happiness over this decision by taking out procession and celebrated the occasion in a festive mode of Holi with Gulal and raising the slogans in favour of Shri Lalu Prasad Yadav. This shows the popularity of Shri Lalu Yadavji.

Sir, the hon'ble Minister has proposed to set up new stations with a view to upgrade the services provided by the Indian Railways. Some stations have been upgraded and the work is going on at some others. The work regarding conversion of meter gauge into broad gauge is in progress. He has taken a resolution to implement the commitment made to provide facilities of international level at the stations of metropolitan cities like Delhi, Kolkata, Chennai and Patna etc. The entire nation has been covered under the railway's network.

Sir, through you and on behalf of the people of my constituency Gopalganj in Bihar I would like to urge upon the hon'ble Railway Minister Shri Lalu Prasadji to set up divisional railway office in my constituency Thave, which would provide employment opportunities to the people and would also remove the impediments coming in the way of execution of railway works thereby giving impetus

to developmental works in this zone. I request the hon. Railway Minister Shri Lalu Prasadji to sanction this proposal and also issue necessary orders for establishment of the divisional railway office.

As part of the measures being taken to upgrade the Indian Railways to international standards, I would suggest that open tickets upto a period of 180 days (6 months) be issued on the lines of undated open air tickets. The passenger could then get his ticket confirmed on phone or internet when the date of travel becomes confirmed. This would facilitate the passengers and the government's revenue-earnings would also increase.

Sir, the railway budget by hon'ble Railway Minister, Shri Lalu Prasadji has been followed by the General Budget by the Finance Minister, Shri Chidambaramji like the coaches follow a railway engine. Both have kept public interest in mind and I support both the railway budget and the general budget wholeheartedly.

I commend the fact that after independence it is hon'ble Lalu Prasadji who has succeeded in touching the hearts of both the general public and the rural masses. Hence, I, on behalf of the people of my constituency, Gopalganj, express my sincere thanks to Shri Lalu Prasadji.

#### **Achievements (2008-2009)**

- Historic cash surplus of Rs. 25 thousand crores.
- A surplus of Rs. 69 thousand crore earned during the last four years.
- Operating ratio 16%
- Fund balance increased to Rs. 20,500 crores.

#### **Budget Estimate 2008-2009**

	Year 2007-2008	Year 2008-2009
Goods transportation target	790 million tonne	850 million tonne
Total income	Rs. 73 thousand crore	Rs. 82 thousand crore
Annual plan	Rs. 31 thousand crore	Rs. 38 thousand crore

#### **New Passenger Services**

- 53 pairs of new trains
- 10 pairs of Garib Raths
- Extension of route of 16 pairs of trains
- Frequency of 11 pairs of trains increased.

### Plan related achievements

Plan	2007-2008	2008-2009
New Lines	155 km.	350 km.
Gauge conversion	1,645 km.	2,150 km.
Doubling of tracks	500 km.	1000 km.
Wagons manufactured	14 thousand	20 km.

### Reduction in passenger fares in all categories.

- Reduction of one rupee in second class fare upto Rs. 50.
- Reduction of 5 percent in second class fares of more than Rs. 50.
- 2 percent reduction in fare of new designed sleeper, AC-III, Chair Car.
- Reduction in AC-I and AC-II fares.
- Completion of rationalization of AC fares.

### Concessions

- Free monthly pass to girl students upto graduation level for going from house to college and back.
- Free monthly pass for students upto class-XII for going from house to school and back.
- Concession in rail fares for senior women citizens raised from 30 percent to 50 percent.
- Free AC-II coach passes for Rajdhani and Shatabdi for Ashok Chakra awardees.
- 50 percent concession in second class fares for AIDS patients.

### Facilities for passengers

- Stopping of waste disposal from moving trains within four years.
- Discharge-free toilets in all trains.
- Construction of high level platforms, shelters and foot overbridges at stations.
- Facility of buying railway ticket through mobile phones.

- Implementation of 'Jan Sadharan Ticket Booking Yojana' throughout the country. Unemployed youth to be given agency for sale of tickets.
- Online information about trains.
- LHB division coaches in Rajdhani and Shatabdi trains.
- 'Public Address System' in passenger coaches.
- Arrangement of lift, escalator and multi-level parking at large stations.

### Suburban Services

- Sanction to MUTP Phase-2.
- Elevated fully air-conditioned, from Churchgate to Virar in Mumbai.
- 300 new services proposed to be started in Mumbai.

### Freight trade

- Reduction in freight charges.
- Completion of the process of rationalization of freight charges.
- 14 percent reduction in freight charges for fly ash.
- 5 percent reduction in freight charges for diesel and petrol.
- Concession in traffic loading from sidings during empty flow increased from 30 to 40 percent.
- Uniform rates for piece-meal traffic.
- Route-wise development scheme for busy routes.
- Manufacture of new design hi-capacity wagons by wagon manufacturers.
- Recruitment of coolies who hold licences to the post of gangman and other class-IV posts.
- Constitution of Minority Cell in Railway Board and all rural railway headquarters.
- More than five thousand OBCs recruited out of the total ten thousand recruitments made for class-IV posts.
- Introduction of Mother-Child Health Express.

### **Public-Private Partnership**

Rs. One lakh invested under PPP in five years;

Rs. 25 thousand crore to be invested under PPP in 2008-2009;

- World class facilities at major stations.
- Joint ventures for opening new manufacturing units.
- Promotion of private container trains.
- New design wagons.
- Construction of bulk and non-bulk terminals.
- Establishment of logistics park.

### **New manufacturing units and workshops**

- Establishment of new rail coach factory in Kerala.
- Establishment of a new wagon rebuilding factory in Garkha.
- Development of Jamalpur factory as a manufacturing unit.
- The railways will run the Mokama and Muzaffarpur wagon factory and carry-out its modernization as well.
- Special land acquisition laws for acquisition of land for railway projects on line of the NHAI.
- Staff to be employed to man all the busy level crossings which are unmanned, at present.
- The provision for DRF increased from 5 thousand 400 crore rupees to seven thousand crore rupees.
- The number of consequential train accidents fell from 234 accidents in 2005-2006 to 194 in 2006-2007.
- Online monitoring of rolling stock.
- ACD would be installed in three more zonal railways.

### **Rail Safety**

- Recruitment of 6 thousand jawans and one thousand sub-inspectors in the RPF.

- Deployment of a special force in ladies compartments.
- Installation of metal detector screening systems and bomb detection and disposal systems at stations.
- Emphasis on modernization of the RPF.

*[English]*

SHRI P.S. GADHAVI (Kutch): Sir, I rise to express my views on the Railway Budget, 2008-09.

Normally, the Railway Budget should be for the whole of India. It should cater to all parts of the country. Secondly, Indian Railways are a commercial institution. But when we look at the present Budget, I am sorry to find that this is not meant for the whole of our country but it covers some selected portions of our country, particularly the parts from where the Railway Minister or the State Minister for Railways hail.

As you know, in the Western Railway, States like Gujarat, Maharashtra, Rajasthan and Madhya Pradesh are fast developing States in commerce and industry. In their development, the role of the Indian Railways assumes great importance. But when we look at the present Railway Budget, we feel that instead of satisfying the requirements of these States, the same are ignored.

I can say about my constituency, Kutch of Gujarat. Among all zones of Indian Railways, Western Railway generates more income and in Western Railway, particularly Gandhidham area, yields Rs. 5 crore per day.

Through you, I would request the hon. Railway Minister to consider our longstanding demand which I will be narrating in short.

I would like him to consider one more express train from Mumbai to Bhuj which is our longstanding demand.

There was an Inter City train between Bhuj and Vadodara, but it was discontinued. I would request the hon. Minister to re-start the Bhuj-Vadodara Inter City train, looking to the heavy demand for it by public and particularly by traders and large number of labourers, who have recently settled in Kutch after that devastating earthquake. I would request the hon. Minister to introduce direct trains connecting major ports, that is Visakhapatnam and Kandla and also Kolkata with Kandla. It is our long-standing demand.

It is the long-standing demand of all MPs from Gujarat to shift the Headquarters of Western Railway from Mumbai to Ahmedabad because more than 98 per cent operational area of Western Railway is in Gujarat. It is our long standing demand which has not been fulfilled.

I would also like to know from the hon. Minister, when he replies, about the total number of units of wheel factory, coach factory, wagon factory, axle factory, diesel loco factory, electric loco factory, etc. Where are these situated? According to my information, most of them are in Bihar or in other parts. Moreover, he should also mention in his reply, out of these factories, how many have started production? Are these factories achieving their production target or not? What is the progress of other factories? Why have they not started their production yet? I expect, while replying, hon. Railway Minister should also explain why none of such units has been set up in western region, that is Maharashtra, Gujarat and Rajasthan from where Railways generate highest income.

I would also like to request the hon. Railway Minister to give clear explanation, in his reply, on the following important matters and I also wish that he may allow a discussion with him, on these issues, which I am stating in brief. When gauge conversion work of Udaipur-Ahmedabad railway line will be started and completed? When will the gauge conversion work of Ankleswar-Rajpipla; Surendranagar-Dhrangdhra; Ahmedabad-Mehsana-Taranga-Ambaji; Bhavnagar-Mahuva; Bhavnagar-Dhosa-Surendranagar; Dhasha-Jetalsar; Ahmedabad-Botad; Bhavnagar-Tarapur; Khed Bhrahma-Ambaji Via Abu Road lines will be started and completed? When construction of new proposed lines between Virangam-Sankheswar; Daman-Nasik; Nadiyad-Tarapur; Godhara-Dahod-Indore-Devas; Tarapur-Mehmadavad; Ahmedabad-Khedbrahma-Ambaji; Mehana-Harij-Radhanpur; Vejalpur-Botad; Rajkot-Jaipur-Marwad lines will commence? None of them has been started. They are only on paper. You are not doing anything.

I would like to know from the hon. Railway Minister when the double stake container facility between Kandla and Bhatinda railway track will be started.

The hon. Railway Minister should call for a discussion on these issues and he should discuss them.

In my constituency some projects are pending, like Railway Over Bridge and Under Bridge; developing railway stations and their beautification and declaring them as

model railway station. No progress has been made in this regard. Hon'ble Railway Minister should consider of taking up introduction of new railway lines, increasing their frequencies and extension of railway lines; he should look into issues concerning modernisation of railway workshops at Dahod, Bhavnagar, Vadodara, Surat, Mehsana, Palanpur; train washing lines at Palanpur, Mehsana, Veraval; introducing pantry car and extra 1st AC, 2nd AC, 3rd AC and sleeper coaches in long distance trains.

The hon. Railway Minister, in his reply, should mention as to how many railway workshops are there in Western Railway and their locations; how many railway washing lines are there in Gujarat and their locations; why new washing line is not being introduced in Gujarat as the same has been introduced in Konkan Railway, which has got washing capacity of 22 railway coaches only in 20 minutes. ... (*Interruptions*)

There are many other points. The Members who speaks last never gets enough time to speak. What crime have we committed?

MR. DEPUTY SPEAKER: Shri Gadhavi, you can lay the rest of your speech on the Table of the House.

SHRI P.S. GADHAVI : Thank you.

\*Sir, I rise to express my views on Railway Budget for 2008-09. Normally, the Railway Budget should be for whole India and should cater the needs of all parts of our country.

Secondly, the Indian Railway is a commercial institution.

Sir, when we look to present Railway Budget, it gives a impression that:-

- (i) This is not for all parts of our country.
- (ii) It favours to selected portions of our country, particularly from where Hon'ble Minister hails i.e. Bihar State and some parts of Southern States where from Senior Minister of State for Railway hails,
- (iii) In this Budget, there seems gross neglect of the areas from where Railway generates more income.

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\* \* This part of the speech was laid on the Table

[Shri P.S. Gadhavi]

Sir, as you know that States like Gujarat, Maharashtra, Madhya Pradesh and Rajasthan are fast developing States in commerce and industries, and in its development, role of Indian Railway assumes great importance. But when we look to present Railway Budget, we feel that inspite of satisfying the requirements and needs of these States, the same are ignored.

Sir, I can say about my Constituency i.e. Kutch District (Gujarat) in particular and in general of my State i.e. Gujarat that:-

- (i) Amongst all zones of Indian Railway, Western Railway generates more income and in Western Railway, Gandhidham Area earns daily income of Rs. 5 crore and more,
- (ii) In Western Railway Zone, 98% parts of its operational area is in Gujarat. State, so share of Gujarat in income of Western Railway is more than 98%.
- (iii) One major port Kandla, and other very important minor ports, viz. Mundra, Jamnagar, Okha, Bhavnagar, veraval, Pipavav, Hazira and many other ports, are contributing much in the income generation of Western Railway.

Thus, looking to income generation and large number of ports which are important for import and export of very large quantity of goods, Hon'ble Railway Minister should have considered the demands of Gujarat State and other States in his present Railway Budget, but I am sorry to say that the same has not been done for the reasons best known to Hon'ble Railway Minister.

Sir, through your Honour, I request Hon'ble Railway Minister to consider our long standing genuine demand which are narrated in short as under:-

- (i) To consider one more express train from BHUJ to MUMBAI, as traffic on this route is increasing every day
- (ii) To re-start BHUJ-VADODARA INTER CITY EXPRESS TRAIN, which was discontinued. Looking to the heavy demand for it by public and particularly by traders and large number of labourers, who have recently settled in Kutch after devastative earthquake in 2001.

(iii) To introduce direct trains connecting major ports i.e. Visakhapatnam and Kolkatta with Major Port Kandla and also direct train from Jagannathpuri to Gandhidham, as large number of people from Andhra Pradesh, Tamil Nadu, West Bengal, Orissa and Bihar are settled in Gandhidham, Kandla complex.

(iv) To shift Headquarters of Western Railway from Mumbai to Ahmedabad as more than 98% operational area of Western Railway is in Gujarat.

(v) Hon'ble Railway Minister ought to have considered the genuine demand of Gauge Conversion of works, viz:-

(a) BHUJ-NALIYA Section in Kutch District.

(b) A missing link between PATAN and BHILDI, which is very much important to join Western parts of country with Ahmedabad and important parts in Gujarat.

I would like to know from Hon'ble Railway Minister that in his reply he should explain the total number of units of Wheel Factory, Coach Factory, Wagon Factory, Axle Factory, Diesel Loco Factory, Electric Loco Factory etc., where these are situated? According to my information, most of them are in Bihar. Moreover, he should also mention in his reply that out of these factories, how many have started production, are these factories achieving their production target or not? What is the progress of other factories, why they have not started their production yet? I expect, while replying, Hon'ble Railway Minister should also explain why none of such units have been set up in Western Region i.e. Maharashtra, Gujarat and Rajasthan from where Railway generates highest income.

I would like to submit that Hon'ble Railway Minister should also pay attention to the following matters, which may be considered very minor for him, but same assumes very great importance for public, which I narrate in brief as under:-

Undue delay in getting permission for pipe lines, below the Railway Track; with the result so many water supply schemes are very badly affected.

I would also like to request Hon'ble Railway Minister to give clear explanation, in his reply on the following

important matters and I also wish that he may allow discussion with him, on these issues, which are narrated as under:-

(1) When Gauge Conversion work of UDAIPUR-AHMEDABAD RAILWAY LINE WILL BE COMPLETED?

(2) When the Gauge Conversion work on the following Railway Lines will be started and be completed:-

(A) Ankleswer-Rajpipla

(B) Surendranagar-Dhrangdhra

(C) Ahmedabad-Mehsana  
Taranga-Ambaji

(D) Bhavnagar-Mahuva

(E) Bhavnagar-Dhosa-Surendranagar

(F) Dhasha-Jetalsar

(G) Ahmedabad-Botad

(H) Bhavnagar-Tarapur

(I) Khed Bhrahma-Ambaji Via Abu Road

(3) When construction of new proposed lines will be commenced:—

(A) Viramgam-Sankheswar

(B) Daman-Nasik

(C) Nadiyad-Tarapur

(D) Godhara-Dahod-Indore-Devas

(E) Tarapur-Mehmadavad

(F) Ahmedabad-Khedbrahma-Ambaji

(G) Mehsana-Hard-Radhanpur

(H) Vejalpur-Botad

(I) Rajkot-Jaipur-Marwad

I would like to know from Hon'ble Railway Minister when Double Stake Container facility between KANDLA-BHATINDA Railway Track will be started.

Hon'ble Railway should call for discussion to all M.Ps. for problems concerning to Railway in their respective Constituency, viz.:—

(a) Railway Over Bridge and or Under Bridge

(b) To develop Railway Stations and their beautification and declaring them as a Model Railway Station.

(c) Introduction of New Railway Lines, increasing frequencies, and extension of Railway Lines.

(d) Issues concerning to Modernization of Railway Workshops at Dahod, Bhav-Nagar, Vadodara, Surat, Mehsana, Palanpur and at many other places.

(e) Train Washing Lines at Palanpur, Mehsana, . Veraval and at other places.

(f) To introduce Pantry Car, and extra 1st AC, 2nd AC, 3rd AC, and Sleeper Coaches in long distance trains.

(g) To augment the facilities of Railway Parcel Services

(h) To augment the facilities like more sitting Benches, Drinking Water facilities,

Pictogram, Foot-Over-Bridge, Booking Window etc.

I also wish that Hon'ble Railway Minister should also explain in his reply that:-

(a) How many Railway Workshops are in Western Railway Zone and please give their locations?

(b) How many Railway Washing Lines are in Gujarat, and where are these Located?

Why new Washing Line is not being introduced in Gujarat as the same has been introduced in KONKAN RAILWAY, which has got washing capacity of 22 Railway Coaches only in 20 minutes?

I would like to submit through you Sir, that if Railway can plan to dispose of its unused vacant land, and its road side scrap land with public auction, Railway can certainly earn crores of Rupees, which is not being implemented in collusion with some corrupt officials and people of vested interest in it. Sir, repeatedly I am requesting the concerned Railway authorities for disposal of more than 100 acres of most valuable land of old Railway Station at Bhuj (District Kutch, Gujarat), which is being openly encouraged upon by land mafias, but no attention is being paid to my this request.

[Shri P.S. Gadhavi]

I would also like to know whether is it true that the foundation stone of Dedicated Freight Corridor (DFC) was laid down by Hon'ble Prime Minister, but what is the progress in Western Corridor i.e. Mumbai - Delhi and Eastern Corridor i.e. Ludhiana - Kolkata. I would also like to know from Hon'ble Railway Minister about the implementation and progress of his much ambitions Dedicated Freight Corridor (DFC) Project of Rs. 35,000 Crores.

Is it fact that due to lack of funding, this ambitious DFC Project is getting delayed and with the result due to escalation in cost, this Project may get more delayed?

So, to complete this Project in time, what steps are being envisaged by the Railways?

Sir, I would like to know from the Hon'ble Railway Minister that Somnath-Verawal Broad Gauge Line, though already completed, but waiting for its inauguration, when it will be ultimately inaugurated? Foundation Stone of this Project was laid down by the then Hon'ble Deputy Prime Minister, Shri L.K. Advaniji.

Hon'ble Railway Minister should also explain about the progress of the following Gauge Conversion Lines under Port Connectivity Projects in Gujarat, namely:-

SURAT-HAZIRA

MUNDRA-KANDLA

BHAVNAGAR-ALNG

PORBUNDER-BEDIBUNDAR

Sir, in Gujarat certain Railway Stations were declared as Model Stations. But I am sorry to say that progress on these Model Stations are very slow. I should be obliged if the Hon'ble Railway Minister should speak out about the progress of work made on these Model Stations.

Sir, it is the policy of Railways that when Gauge Conversion takes place from Meter Gauge to Broad Gauge, level of platform requires to be raised or upgraded, but in Saurashtra and in my Constituency i.e. Kutch, no such work of upgradation/raising of platform has taken place. Hence, I would like to know from the Hon'ble Railway Minister whether upgradation/raising of platform in these regions is taken care of, or not, while converting from Meter Gauge to Broad Gauge? Please give details on this issue in reply.

I would also like to know from the Hon'ble Railway Minister whether presently Railways are facing acute shortage of wheels and coaches? Please let me know whether they are getting adequate supply of wheels and coaches, or not? According to my information, the normal life of wheels and coaches is 18 years. Whether very recently, during the tenure of Shri Lalu Prasadji, this life span of wheels and coaches has been increased from 18 years to 25 years? Please mention category-wise life span for use of wheels and coaches. Because, Sir, it is apparent that if these coaches and wheels will be used beyond their normal life span, the chances of accident will increase and it is very serious from the point of view of safety of passengers, which is of utmost importance. Therefore, Sir, it is my allegation that only with a view to show the profit, Hon'ble Railway Minister is playing dangerously with the precious life of passengers by increasing the normal life span of wheels and coaches from 18 years to 25 years.

I would also like to know from Hon'ble Railway Minister that whether he would consider to give relief by way of cut in tariffs for iron-ore exporters, as in the first eight months of 2007-08 fiscal year, Railway has increased the rail freight for iron-ore exports by 44% from Rs. 1.26 per tonne per km. (on April 1, 2007) to Rs. 1.81 per tonne per km. in January, 2008.

On iron-ore exports traffic, Railway has hiked the congestion surcharge to a whopping 60% per tonne with effect from December 1, 2007. Earlier, the congestion surcharge was at 35% per tonne, which was effected from October 1—an increase of 14% points over the 21% surcharge level prevailing till September-end. The 21% congestion surcharge was imposed on iron-ore exporters from April 1, through a notification after the Budget.

#### Other Surcharges

Apart from the congestion surcharge, iron-ore exporters are also paying busy season surcharge of 7% with effect from October 1, when the Railway had increased the surcharge by one percentage point. Moreover, a terminal charge of Rs. 40 per tonne has been imposed on iron-ore till March 31, 2008, apart from a development charge of 2%. With all these surcharges, for moving one tonne of iron-ore on a 500-km. distance, exporters now have to pay about Rs. 987 compared to the base tariff of Rs. 554. 70 as announced in the Budget.

Whether Hon'ble Railway Minister will explain that in the name of Special Railway Safety Fund (SRSF), which is meant to be levied only for the specific purpose of raising funds for asset renewal, the same are being collected continuously.

The Chairman of the Standing Committee on Railway has also observed to the effect that "Converting the safety surcharge into a development charge is an indirect way to earn revenues. It raises questions of propriety considering the fact that it was not mentioned in the last Rail Budget speech. While the Railway make claims of having reduced fares, they are indulging in deceptive practices like these," he said, adding that the Committee had specifically recommended withdrawal of this charge and sought an Action Taken Report from the Ministry.

I hope and expect that Hon'ble Railway Minister should consider my few suggestions as stated above very positively. I thank you very much for giving me this opportunity to express my views on Railway Budget of 2008-09."

[Translation]

\*SHRI HARIBHAU JAWALE (Jalgaon): Sir, I am giving my following demands in writing on the Railway Budget for 2008-09. Kindly grant them your approval.

1. A new train Amravati-Mumbai Express is going to be run twice a week. Kindly, run it on all seven days and add to it one AC-III tier, two sleeper coaches and two general coaches from Bhusawal.
2. The surcharge levied on super fast trains should be rolled back.
3. Stoppages of Mangla Express and Goa Express should be provided at Jalgaon in Maharashtra and of Kamayani Express and Mahanagari Express at Raver station.
4. Rakes should be made available on priority for transportation of fertilizers.
5. Hon'ble Minister of State for Railways, Shri Suresh Kalmadi had inaugurated conversion of narrow gauge line Pachora-Jamner in Maharashtra into broad gauge and its extension upto Malkapur on 16.02.1996 but no work has been started yet. This work may please be started immediately.
6. Seating arrangements and roof shading should be increased for passengers at the platforms at Bhusawal, Jalgaon and Daund stations.

\*Speech was laid on the Table.

7. Farmers of my parliamentary constituency send thousands of metric tonnes of bananas to U.P. and Delhi every year. But, nine wagons in three rakes went empty two months ago due to shortage of bananas. After that, the Railway Department cancelled the discount of fifty rupees in the freight for farmers and sent notice to the farmers to deposit Rs. 14.5 lakh. Thereafter, the farmers and the traders refused to comply with the notice and stopped sending bananas through railway. Their contention was that the cancellation charges for the empty nine wagons should not be taken from them.

I, therefore, urge the hon'ble Railway Minister that the penal action against the banana producing farmers should be cancelled and they should be provided relief so that the farmers start sending banana through the railways again.

SHRI DEVWRAT SINGH (Rajnandgaon): Hon'ble Mr. Deputy Speaker, Sir, I support the railway budget and the demands for grants presented before the House by the hon'ble Railway Minister. Through you, I would like to say in the House that not only India but the whole world's eyes are on the rail budget presented in the House for the fifth consecutive year by Lalu Prasadji. The Indian Railways and the railway lines are largest not only in India but in the whole world. And the credit for running this railway system smoothly and turning it into a profit earning entity goes to Lalu Prasadji. The Government definitely deserves accolades for this.

Mr. Deputy Speaker, Sir, through you, I thank the UPA Government which is working for the welfare of the common man under the leadership of hon'ble Sonia Gandhiji, Dr. Manmohan Singhji and Shri Lalu Prasadji and it is being reflected in this railway budget. Today, Indian Railways has become the lifeline of every Indian. Crores of people in the country depend on the railways and a very significant time of their life is spent in the trains everyday. Today, we are watching major changes in the railways. Though our friends in NDA are opposing it but by doing so they are just fulfilling their duty that they have to oppose it in the House and that is why they are opposing it. They also agree that revolutionary changes have taken place in the Indian Railways in the last 4 years, be it facilities, safety or cleanliness. This budget is not some tricky game of figures as is being said here repeatedly.

MR. DEPUTY SPEAKER: Do you have any demand for your constituency?



**SHRI DEVWRAT SINGH:** Sir, it was definitely very difficult to make profit but we have done it. Through you, I would like to say two-three things. It is definitely a great step to provide online reservation and reservation through mobile. I want to congratulate and thank hon'ble Minister that revolutionary work has been done in my parliamentary constituency Rajnandgaon. I had requested hon'ble Railway Minister and the Minister of State for Railways Shri Rathwaji for this work. I would like to thank hon'ble Soniaji and the Prime Minister that an order for survey of a new railway line in my constituency has been issued and a provision for the same has been made in this budget. I express my gratitude for that. The railway line from Dongargarh to Kota via Khairagarh, Chhuikhadan, Gandai, Lohara, Kawardha will surely be a revolutionary railway line because there are many natural resources at large scale through which the Railways will benefit a lot. A new train Bilaspur-Pune Express has been started in Chhattisgarh which will be very helpful for our students who study in Pune. Nizamuddin-Bilaspur-Gondwana Express has been extended upto Rajgarh which is also a very good step. There is Ma Bamleshwari Temple in Dongargarh, which is an important segment of my constituency, and which has been given the status of a dream destination on tourism network. I request that the Dongargarh railway station should be made a model station. There is a very big railway ground and it will be very good if a railway stadium is built there. Rajnandgaon is a Parliamentary Constituency and there is a need for expansion of facilities at railway station here. In the Rajnandgaon city, there is need of under bridges at Motipur and Gaurinagar where lines of central railway and south central railway pass.

Expressing gratitude to the hon. Minister for conducting survey of a new railway line in Chhattisgarh, I would like to say that a Sampark Kranti Express runs from our place to Delhi and is named as Chhattisgarh Sampark Kranti Express. It will create a goodwill among the people of my constituency if this train is renamed as Satnam Sampark Kranti Express after the name of the revered saint Guru Ghasidas of our area. Constant efforts are needed for extension of railway facilities and I thank the hon. Minister for the demands for grants presented by him in the railway budget.

\*Sir, Ministry of Tourism has put Dongargarh on the world map by including it in eco-tourism. There is need for wide ranging changes in the Dongargarh railway station

for providing hassle free travel facilities to the tourists and stoppages of important and long distance trains so that more and more tourists are attracted to visit Ma Bamleshwari Devi Temple in Dongargarh.

Navratra fair is organized twice a year (in Chaitra and Kwar) at Ma Bamleshwari Devi Temple and 8 to 10 lakh devotees visit the temple on each occasion. Railway administration provides stoppages of superfast trains and extends local trains upto Dongargarh temporarily during Navratras for facilitating devotees. But thousands of devotees visiting Dongargarh everyday do not get any such facility and they face a lot of inconvenience. I, therefore, urge you that urgent attention must be paid to the following demands for providing proper travel facilities to the tourists visiting Dongargarh:

1. Durg-Ambikapur Express train should be run from Dongargarh.
2. Durg-Amarkantak Express train should be run from Dongargarh.
3. Maharashtra Express between Gondia and Kolhapur should be run from Dongargarh as this train connects many religious places of Maharashtra with the religious city Dongargarh. Therefore, it is very important to run this train from Dongargarh from religious point of view.
4. It has already been announced to run Samath Express, which runs from Durg to Chhapra, from Dongargarh but it has not been implemented till date. This train connects many important religious places of Madhya Pradesh and Uttar Pradesh with the religious city Dongargarh. Therefore, it is very important to run this train from Dongargarh for the tourists.
5. Gondia-Ramtek Passenger should be run from Dongargarh so that important religious place Ramtek can be connected directly with Dongargarh.
6. Gondia-Chandrapur Passenger train should be run from Dongargarh so that the tourists from Maharashtra and Andhra Pradesh are also able to travel to Dongargarh smoothly.
7. Temporary stoppage of the following trains is provided at Dongargarh during fair time. These trains should be provided stoppage at Dongargarh on regular basis for the benefit of the tourists:

(a) Mahamaya Express

(b) Azad Hind Express

\*...\* This part of the speech was laid on the Table.

(c) Puri Jodhpur Express

[English]

(d) Bilaspur-Chennai Express

8. For providing facilities to the tourists the following trains which are extended to Dongargarh temporarily during the fair, should be run from Dongargarh on regular basis:

(a) Bilaspur-Raipur local train

(b) Tumsar-Tiroda Passenger train

(c) Local train from Nagpur to Gondia

9. The Ministry of Tourism has accorded the status of tourist centre to Dongargarh under Eco-Tourism. Keeping this in view, the following facilities should be restored at Dongargarh:

(a) Dongargarh railway station should be provided facility of a terminal, which it had earlier.

(b) Relief train should be established at Dongargarh again.

(c) The changing of Guards in trains at Dongargarh should be kept as it is. It is learnt that this facility is being removed from Dongargarh which would not be proper from the point of view of tourism.

10. There is urgent need for construction of a new foot over bridge as the old bridge is very narrow and hinders the movement.

11. Fair tax is taken from the passengers during the Fair while no other religious place has such tax. Therefore, Dongargarh should also be exempted from the Fair tax like other religious places.

The Ministry of Tourism has put Dongargarh on the world tourism map by including it in eco-tourism which will definitely increase the number of tourists going there. The Central Government has already allocated funds for development of tourism in Dongargarh and various works for the facility of tourists are going to be started soon by the Tourism Department.

Therefore, I request you to take action urgently on the said demands to provide faster, smoother travel to the tourists in accordance with the demands of the Trust.

SHRIMATI C.S. SUJATHA (Mavelikara): Mr. Deputy-Speaker, Sir, I thank you for giving me this opportunity to participate in this discussion.

I congratulate the hon. Minister Laluji and his colleagues for presenting a more people-friendly Budget this time. I thank him especially for the measures he proposed for the women passengers. It is a welcome step to absorb the railway porters as Class IV employees. I also take the opportunity to express my gratitude to the hon. Minister for considering Kerala for the setting up of a Coach Factory. I hope the Minister will take appropriate measures to begin the work on the project without delays and a time-frame may be set for the completion of the work.

Formation of a new Railway Zone is a long pending demand of the people of Kerala. I repeat the demand once again in the House. Creation of a new zone comprising the areas of the South West Coast would definitely help achieve the required railway development in this region including the State of Kerala, giving momentum to its economic development too.

Sir, I congratulate the hon. Minister for converting the Railways into a profit-making public sector institution. I also congratulate the entire staff of our Railways for the great achievement because without the sincere and honest work of these sections this could not have been possible.

However, I would like to draw the attention of the hon. Minister to certain problems faced by a section of railway workers. Now there is an increased tendency in outsourcing the work to private contractors. These contract workers are not given any facilities and there is no job security either. Every new contractor changes the staff thus leaving the earlier workers out of job. Out sourcing must be stopped and all contract workers must be absorbed as permanent employees.

The issue of doubling of line is not being addressed satisfactorily. It is the most urgent work. It has to be done and also the electrification, computerisation, opening of information centres, touch screen facilities, increasing platform length, construction of ROBs, platform shelters etc. have to be taken up.

The doubling work in the Ernakulam-Kayamkulam sector via Kottayam has to be expedited by providing

[Smt. C.S. Sujatha]

adequate funds. The work is moving at a snail's pace. The Railways must take steps to ensure the completion of the work without further delay. The Ministry allocated funds towards doubling only up to Ambalappuzha. This has to be enhanced for the entire stretch. Also the track doubling of the sectors Mangalapuram-Shornur and Thiruvananthapuram-Kanyakumari should be simultaneously taken up.

The completion of Vallarpadam Container Terminal would result in increase in the freight movement. In order to cater to the increased freight and to avoid traffic congestion, the Railways should consider the extension of Kuttippuram-Guruvayoor line to Edappally. A new rail line from Chengannur to Thiruvananthapuram via Pandalam-Adoor-Kottarakkara and Kilimanoor would be economically and commercially beneficial. Chengannur is the centre point to many of the pilgrim centres of Central Travancore. Among them Sabarimala is the most important, attracting millions of pilgrims every year. These pilgrims from in and outside the State depend on mainly the station at Chengannur. But the present facilities at the station are inadequate to cater to their requirements. Therefore, sufficient funds may be allocated to the upgradation of this station and its facilities. The proposed Chengannur-Sabarimala line should be extended to Thiruvananthapuram. Kayamkulam Station is an important station in Central Kerala. This station had been declared as a Junction during the tenure of the NDA Government, but no funds were allocated for the same. The station still suffers due to lack of infrastructure and other facilities. Therefore, funds should be allocated to further upgradation of this station and also steps may be taken to allow stoppage of all trains passing through this station at Kayamkulam.

Since the number of local passengers is increasing rapidly, the Railways should consider MEMU services in the cities and for this purpose, a separate line dedicated to MEMU should be laid in order to avoid traffic congestion in the present lines. I also demand that stops for the new trains proposed in the Budget at important stations like Kayamkulam, Chengannur, Mavelikkara and Thiruvalla besides providing stoppage for Sabari Express at Mavelikkara. *Garib Rath* does not stop at any stations in Alappuzha district and Pathanamthitta. Therefore, stoppage should be provided in this train at Kayamkulam, Chengannur and Thiruvalla.

I would like to make an important suggestion to the Railways. There are about 40 acres of railway land lying

vacant adjacent to Cheriyanad Station. This land could be used for establishing a railway production unit. Since water and other resources are easily available in this area, I would request the Minister to consider setting up of a Rail Neer Factory at this site.

Sir, it is also necessary to increase the number of Second Class coaches in the present trains to accommodate the increasing number of passengers. In the previous Budget, there was a proposal for setting up of a Bogie Building Unit at Alappuzha.

But so far no action has been taken to begin this work. Therefore, I would request the hon. Railway Minister to take immediate measures for the commencement of this project.

With these words, I conclude my speech.

*[Translation]*

\*SHRI S. MALLIKARJUNIAH (Tumkur): Sir, the Railway Budget presented by the Hon'ble Railway Minister is an unfortunate Budget as far as Karnataka is concerned. While awarding Railway projects and allocation of funds to Railway projects Karnataka has been totally neglected in this Railway Budget. Inter connectivity within the state has not been given proper attention and importance.

The Railway Minister Lalu Prasad Yadavji has announced various steps for the benefit of passengers, including free passes for students and concession for senior citizens. But all these seem to have been done with an eye on the 2009 elections. A seven percent cut in AC-I class fare, four percent cut in AC-II class fares and five percent reduction in second sleeper fares is discriminatory. This should have been in the reverse order.

Reducing the fares, announcing free passes for students and various other concessions are welcome. But unless the frequency of services are increased no purpose will be served by these concessions.

Sir, doubling of the Yaswantpur-Tumkur railway line was announced during the year 1991, when Shri Jafar Sharif Ji was in the helm of affairs. But this work is yet to be completed. The work is going on at a snail's pace and it has created lots of inconvenience to the people.

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\*English translation of the speech originally laid on the Table in Kannada.

So this work should be completed as early as possible. Despite my repeated requests the Railways has not taken up the electrification work of Tumkur-Yaswantpur railway line. Since Tumkur is only 70 Kms. away from Bangalore the number of travellers in this route has been increasing gradually.

Near Upparahalli in Tumkur a R.O.B should be constructed for the convenience of 50 thousand people living in this part of the city. Both the old and new lay cuts of the city are very much crowded. A Barrier should be installed next to Kyatsandra railway station as large number of public including students use to cross railway line there. It would help the public and avoid accidents.

Passengers amenities should be provided at the Mallasandra Railway Station. Safety and security should be given priority at this railway station.

All the railway stations situated between Yaswantpur-Tumkur-Arasikere should be made 'Model' stations. Gates should be constructed at all the railway crossings. Number of passengers travelling between Banasandra and Tumkur is also increasing. That is why more trains should introduced in this route.

Apart from this, at least 4 more general bogies should be attached to the Karnataka Express trains running between New Delhi and Bangalore city. As far as the ambitious Bangalore Metro Rail Project is concerned the progress of work is very slow due to lack of funds. Hence more funds should be released to speed up this project.

I hope the Hon'ble Railway Minister would consider all these genuine demands of my people and I also urge upon the Railway Minister to take necessary steps to complete all these projects without further delay.

[English]

\*SHRI AMITAVA NANDY (Dumdum): Sir, I would like to Submit the following demands for consideration by the Railway Minister—(a) The urgent need to take over by the Railways the two Wagon Manufacturing Units of West Bengal—(i) Braithwaite and (ii) Bum Standard (Howrah and Bumpur).

#### **Proposed Works on Eastern Railway**

1. Expansion of Kanchrapara Workshop: It is a well known fact that Kanchrapara Workshop served

as an important repairing shop for E.Rly. for more than four decades and was never bothered by the Railway authority to utilize its available infrastructure for Fabrication of Coaches by modernizing the workshop, where plenty of land is available for such expansion.

Lalaji should consider that Budget should not ignore the genuine demand of Bengal and consider the demand.

I request Railway Ministry to consider this and fund for the same be allotted in this budget.

2. Provision of a New Railway track from Basirhat to Nyajahat: A new railway track from Basirhat to Nyajahat is needed to cater the demand of Sunderban area who are deprived from a speedier and easy means of conveyance. The demand was earlier placed in the standing committee meeting.
3. Increasing the frequency of Service and provision of New Trains:
  - (i) Frequency of local EMU Suburban trains from North and South of Sealdah Division.
  - (ii) 12 coaches EMU trains requires to be provided in these section for the benefit of the daily commuters in these section.
  - (iii) Dum Dum and New Garia are to be considered as Suburban Train Terminal.
  - (iv) Kolkata Stn. to be used as Terminal Station for all Superfast.
  - (v) Trains.
  - (vi) Railway Hospitals and Dispensaries are requires to be renovated and
  - (vii) Railway quarters in Sealdah Division are requires to be renovated and modernized.
  - (viii) Improvement and Modernisation of Dispersal System at Dum Dum Junction:
 

G.M. Eastern Railway himself along with his official visited the Station and experienced the problems facing by the Lacs of Passengers.
  - (ix) Reconstruction and widening of Railway Bridge at Sealdah - Ranaghat section of Eastern Railway near 30 A bus stand and Bediapara.

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\*Speech was laid on the Table.

[Shri Amitava Nandy]

- (x) Widening of Bediapara underpassage towards Metro Car shed.
- (xi) Upgradation of dispersal system at Dum Dum Rly. Stn.
- (xii) Expansion of under - pass at Kanchrapara near Kanchrapara workshop.
- (xiii) Introduction of new EMU Coach for suburban passengers for two each for Sealdah North, South and Howrah.
- (xiv) Introduction of New Rly. Lines from Budge Budge to Falta SEZ.
- (xv) To declare Raniganj and Bishnupur as Model Rly. Stn. and gauge conversion of Krishnanagar to Chatrapara.
- (xvi) Introduction of New Rly. Line from Suri to Prantik Rly. Stn.
- (xvii) Hawkers of Eastern and S.E Rly. are to be declared as authorized Hawkers through introducing a pilot scheme.
- (xviii) More trains are to be provided to Kolkata Stn.
- (xix) Kanchrapara workshop to be expanded for manufacturing EMU Coaches.
- (xx) Downsizing in the Railway to be stopped and employment scope should be increased.
- (xxi) Railway should use Solar Power for lighting in the Railway Stns. As an alternative source of energy.
- (xxii) Dum Dum Stn. and Bidhanagar Stn. Should be connected to Kolkata Stn. by Elevated Fly over.
- (xxiii) Safety of the ladies compartment to be increased by posting Lady Security Personnel.
- (xxiv) Balihalt-Rajchandrapur to be connected with Hindmotor or Konnagar through a new line.
- (xxv) Introduction of New Rly. line from Bidhanagar to Haroa through Lake town—Rajarhat (New Town).

\*SHRI P.C. THOMAS (Muvattupuzha): It is happy occasion where a Budget without taxing passengers and freight movement has been proposed. The trend of the

Budget is to improve the facilities and to modernize the infrastructure which is a welcome step.

The declaration that the waste from Toilets will be removed using modern technique is the need of modern India. It is not advisable to continue the old method of distributing such waste throughout the rail track.

The state of Kerala was offered a Couch Factory long time ago. It was later established in Punjab. It is a welcome step that the Budget has declared a Couch Factory in Kerala where the state Govt. has offered over thousand acres of land. It would have been better if a provision for the same was made in the Budget which may now be made in the supplementary Budget.

Southern Railway is the second largest zone in India. It needs to be bifurcated. The long standing demand for a West Coast Zone with HQ in Ernakulam where enough facilities can be provided.

Though the Budget has given a declaration about same studies regarding new Railway Corridors, it is not clear whether the Govt. has started thinking of fast trains with speed of around 300-350 kms. per hour, which is necessary for a developing large Nation like India. It will be of great necessity to start fast Passenger Rail Corridors. A line from MUMBAI to KANYAKUMARI through the Western Coast touching Goa, Mangalore, Kozhikode, Kochi, Trivandrum may be taken up as a pilot project as freight Corridors from west to east (MUMBAI-DELHI) and to Calcutta has already been declared.

Kerala is a state with high density necessitating more travel facilities to all major cities and towns in India. Through some steps have been taken in this regard, a train to PUNE and JAIPUR through same areas of frequent demand from Kerala are necessary. Similarly it is of utmost necessity to extend the H.N 12 AMUDIEXI-ERNAKULAM Manglu Exp. to TRIVANDRUM.

Kochuveli in Trivandrum is a developing destination. However a lot of developments are to come up in KOCHUVILI railway Station. Till then it is necessary that all trains to and from KOCHUVELI be extended to TRIVANDRUM Central Railway Station.

In Kerala the most important need is to complete the doubling of Railway line from North to South. Unless more amounts are sanctioned the which state will be covered by this facility. I request that money necessary

\*Speech was laid on the Table.

to complete doubling work so as to leave no length of line is necessary.

A doctor in a Train is a necessity in long distance Trains. I request that this facility be introduced soon.

A new line connecting kerala and Karnataka from Malabar area is an urgent necessity. It's connectivity to Chamakya nagar from Malabar area of Kerala is made the whole state of Kerala will be benefited to travel to Bangalore and other areas of Karnataka. This will open up a new way towards North India also. It is a sorry fact that the Budget has forgotten this most important demand.

I hope the Hon. Railway Minister will fill up the above gaps in his reply speech and in this Supplementary Budget to come.

*[Translation]*

SHRI SYED SHAHNAWAZ HUSSAIN (Bhagalpur): Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak. I was listening to the speech of the hon'ble Minister of Railways. Large sized advertisements appeared in the newspapers, the people were expecting something great. But the rail budget proved to be a damp squib. So far I have not seen such a bad budget. ...*(Interruptions)* Katihar was my old constituency. I was an M.P. from Kishanganj-Arariya belt. I had attended the foundation stone laying ceremony of a railway line over there and the work on the said line started during our regime. Though the line has not been laid so far yet he has announced a train from Jogbani to Delhi. When asked as to by when the train will start, it was said that it will start after four years. The budget has been presented in such a way as if they will be in power for next 10 years. Rail budget is only for a year. Perhaps some astrologer has told him that he will be the Minister of Railways for long. Annual plans are presented in the rail budget. For the first time in a rail budget, we see that the minister has announced reduced fare for traveling in the specially designed coaches which are likely to roll out after five years. The Minister has presented the budget keeping next election in mind and he has presented day dreams. I know that he is handling the railway, the way he handled Bihar. Everybody knows how bad future the railway has. I undertake few train journeys and generally travel by air as I have been a Minister of Civil Aviation thus get more opportunities to travel by air. ...*(Interruptions)* Once while traveling from Bhagalpur to Kolkata, caterers served me meals. I kept the packed meals beneath the

seat, thinking I will eat it later on as while staying in Delhi I developed a habit of eating late. After some time when I picked the packet only to know that a rat had eaten from it. We find rats in each bogie as no attention is paid for sanitation. Bad covers and pillow covers supplied in the trains smell foul. Only Minister's saloon is kept clean and tidy. It will be good if the hon'ble Members are allowed to travel in that.

While traveling in Punjab Mail, I saw cockroaches in the bogies. Of course, I am not afraid of cockroaches but women passengers in that bogie could not sleep throughout the night. They were of the view that attention should be paid towards sanitation in trains.

The hon'ble Minister said that railways has earned huge profit. But how? The existing railway tracks are being used beyond their capacity, so tracks will get weakened. When we construct a road we also assess its load bearing capacity. If NH level vehicles are plied on a road constructed under PMGSY, the road will get damaged. The present tracks are unable to bear the present traffic load. ... *(Interruptions)*

*[English]*

MR. DEPUTY SPEAKER: Silence please. Do not waste the time of the House.

*[Translation]*

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, he is my friend and he has come to encourage me and the more he comments the more I will speak. So it is better he keeps silent, otherwise I will lay my speech. I expect that the hon'ble Minister is representing entire Bihar. He should have sanctioned projects for entire Bihar, whereas, he has either concentrated everything in Chhapra, or he has sanctioned one station, that is under hon'ble Ramkrishna Ji's constituency. All the four rail factories have been set up in Chhapra whereas, he should have set up them at different locations, such as one in Bhagalpur, one in Muzaffarpur and elsewhere. But he has allocated all the four to Chhapra. Self praise will not do, he should pay attention to sanitation also. We claim that we will become a developed nation, but have we developed any station during last five years properly? Now, he says the Ministry will develop mega stations. What is the use now, when the time has run out. Now, they are on the verge of going, they are packing their luggage. ...*(Interruptions)* And there is no harm in packing the luggage? It is a run up to the election. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please sit down. Nothing should be recorded except Shri Shahnawaz Hussain.

...(Interruptions)\*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Mr. Deputy Speaker, Sir, now the elections are near. Naugachhiya station falls under his constituency. Rajdhani Express does not stop there. He has good influence and the Railway Minister listens to him, so, if Rajdhani Express is provided a stoppage at Naugachhiya, it will benefit me also and often I go there, though he goes there once a while.  
...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Do not disturb. Please sit down.

...(Interruptions)

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, I want him to cooperate with me. My speech is a compassionate one and I am not sarcastic. It is opposition's duty to awaken the government and I am here like a sentinel of Bihar.

[English]

MR. DEPUTY SPEAKER: Nothing should be recorded except Shri Shahnawaz Hussain.

...(Interruptions)\*

[Translation]

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, through you, I would like to urge the hon'ble Minister to construct a mega station at Bhagalpur as has been made at Patna, the constituency of Ram Kripalji. They are from the same party. If the hon'ble Minister loves him, I am not jealous of it, but he should provide Rajdhani Express and Garib Rath to my constituency also. If I have won election from there, it does not mean that he will be annoyed with 30

lakh people of my constituency. Victory or defeat in election is a normal process. He should have a great heart. Therefore, I would like to request the hon'ble Minister. He likes me a lot and I know that by heart he may be very happy over my victory in elections and I have good relations with him but these relations have failed to reflect in the Rail Budget. I have been the youngest MP from Bihar, therefore, I could get his love and affection. But the budget is politically biased. Nothing has been given to my constituency. Then I lodge my protest and put the demands of my constituency.  
...(Interruptions)

MR. DEPUTY SPEAKER: Let Hussainji speak. Nothing should be recorded except Shri Shahnawaz Hussain's speech.

SHRI SYED SHAHNAWAZ HUSSAIN: Sir, my submission is that attention should be paid toward sanitation. Pay attention to Kantiji's constituency also. Since she is a Minister, she cannot make any demand. My submission is that attention should be paid to my constituency also and I lay my remaining speech.

\*I rise to present my views on railway budget and I thank you for giving me an opportunity to speak. On one hand the hon'ble Minister of Railways is projecting this budget as a historical and people friendly but on the other hand being a Member of Parliament from Bihar, he is claiming that this budget will boost development in Bihar and provide more and more railway facilities to the people of the state. It seems that this budget is like an election manifesto of his party in which number of commitments have been made to mislead the people with pre-determination in the mind not to implement them. These promises have been included in the manifesto just to delude the people. Fares have not been reduced in the budget rather these have been increased by Rs. 150-200 per ticket by transferring more than half of the seats under "Tatkal Sewa". Some trains have been announced for the places where even railway lines have not been laid. Some rail factories have been proposed in those areas of Bihar where railway lines have not been laid so far. He has announced setting up of railway factories in Bihar but these are confined to his own area only. Earlier he was recognized as a leader of Bihar but now he has confined himself to Chhapra only. He may be remembering a major train accident took place last year at Bhagalpur in which large number of people lost their lives. At that

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\*Not recorded.

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\*... \* This part of the Speech was laid on the Table.

time also we were expecting that attention would be paid towards Bhagalpur. I have been raising my voice for the development of Bhagalpur and met him a number of times in this regard. But it seems that he wants to take revenge of his party's defeat in the Lok Sabha by-elections to BJP from 30 lakh people of Bhagalpur. That is why Bhagalpur has been ignored completely in this railway budget. Ministers make announcements on behalf of the Government. On visiting Bhagalpur he had made an announcement to set up DRM office there but this budget has also disappointed us in this regard.

Sir, he may be remembering that in December, 2007 I had written a letter to him demanding that in the absence of basic amenities at railway stations in my Parliamentary Constituency Bhagalpur, people of this area are facing many problems. These demands are:

- (a) Direct train for Punjab, Rajasthan via Bhagalpur-Kiul.
- (b) Enrouting any of Delhi bound Howrah-Syaldah-Guwahati Rajdhani Express trains through Bhagalpur.
- (c) According the status of model station to Nalgachhiya Station and providing halt to Rajdhani Express, Yashwantpur Express and North East Express trains at this station.
- (d) Similarly, Bhagalpur-Sultanganj Paripanti and Kahalgau stations should also be declared as model stations and basic passenger amenities should be provided at these stations.
- (e) A Garib Rath should be introduced from Bhagalpur to Delhi.
- (f) Weekly Express train between Bhagalpur and Delhi should be made a daily train.
- (g) Railway line between Jamalpur and Hawrah is in dilapidated condition. Several bridges have sunk in causing suspension of railway services for months. Besides, this section has not been electrified and track has also not been developed. All the bridges between Jamalpur and Hawrah should be rebuilt.

In December, 2007 when I had sent this letter of demand to him, I had also suggested to include these demands in the coming budget and make efforts to fulfil them. At that time I was under the impression that as he

is from Bihar he would do the needful for the development of the state. However, no attention has been paid to it in the current budget. Not only injustice has been done to my Parliamentary Constituency Bhagalpur but it also put a question mark to the claims he has made for Bihar. It is a hub of industrial and commercial activities and 'Vikramshila' a famous ancient university is also located there. Therefore, there is a lot of potential for tourism and can be a means of earning foreign exchange for the country.

I would like to mention that after Patna, Bhagalpur which is famous for 'Resham' (Silk), is the second biggest city of Bihar. It is being neglected out of political ill will. It was never expected from him and the people have felt this injustice. He is presenting the last budget of his tenure and I hope that when our Government will come to power. Justice would definitely be done to us."

*[English]*

SHRI P.C. THOMAS: Mr. Deputy-Speaker, Sir, will the copy of the speeches, which are laid on the Table, go to the concerned Minister?

MR. DEPUTY SPEAKER: Definitely, he will read it.

SHRI P.C. THOMAS : I am laying my speech on the Table.

MR. DEPUTY SPEAKER: You can lay it.

*[Translation]*

SHRI SANTOSH GANGWAR (Bareilly): Mr. Deputy speaker, sir, I would like you to direct the hon'ble Minister to send replies to the members regarding action taken on their speeches laid on the Table.

*[English]*

MR. DEPUTY SPEAKER: I cannot compel; sorry.

*[Translation]*

SHRI SANTOSH GANGWAR: No reply has never been received till now.

MR. DEPUTY SPEAKER: Now, you have been given assurance that reply would be sent. Instead I compelled by me, the hon'ble Minister has suo-moto given assurance.



\*SHRI CHANDRABHAN SINGH (Damoh): Mr. Speaker Sir, through you, I would like to ask the hon'ble Minister of Railways, to revise the budget and sanction the funds for Damoh-Kundalpur new rail line for which survey has been completed with an expenditure of about 49 crore rupees.

2. That the survey for Jabalpur-Damoh-Panna route has been completed but the Ministry of Railways has not provided any funds for it in this budget due to politics. If this project is covered in this budget then the distance between Jabalpur and Damoh will be reduced from 200 kms. to 100 kms. and the distance of Panna from Damoh will be reduced by 150 kms. which is presently 300 kms. via Katni and Satna. I, therefore, request you to provide funds for it in the revised budget in larger public interest.

3. If the forest department is not giving 'No Objection Certificate' (NOC) due to reserve forest situated on the proposed Damoh-Punna rail route, then this line should be connected to Damoh-Khajuraho line so that the distance between Damoh and Khajuraho, a tourist spot, is reduced and the iron being transported from Jatashankar by trucks may be transported by the train and the railways will earn good revenue therefrom. Hence the survey of Damoh-Khajuraho rail route should be carried out in place of Damoh-Punna rail route and it should be covered in the next budget.

4. The funds sanctioned every year for Lalitpur-Singrauli railway line are like a drop in the ocean. This project was started in 1993 with a project cost of 990 crore rupees but this project can't be completed even in 25 years, if only 40 crore rupees are sanctioned every year. The present situation will make the project cost 2000 crore rupees and even then it will not be possible to complete this project in fifty years.

5. The stoppage of Madhya Pradesh Sampark Kranti Express, Jabalpur-Jaipur Express and Jabalpur-Jammu Express should be provided at Patharia.

6. A VIP waiting room should be constructed at Damoh station.

7. A ticket booking counter should be set up at Golapatti and Ratangaon station.

8. The stoppage of Chhattisgarh Sampark Kranti should be provided at Damoh and Sagar.

9. An ATM should be provided at Damoh Railway Station.

10. Jabalpur-Jammu Tawi Express should be run on four days a week in place of once a week and this train should be extended upto Udhampur so that the jawans from Jabalpur and Sagar may reach Udhampur smoothly.

11. A 1st Class AC coach should be attached to Gondwana Express 2412 and 2411.

12. The existing quota of reservation at Damoh railway station should be doubled.

13. The passenger train running between Damoh and Bina should be extended upto Bhopal.

14. Revanchal Express and overnight trains should be extended from Bhopal upto Indore.

15. Shipra Express should be made a daily train.

16. Rajkot Express should be run on three days in place of two days a week.

17. The stoppage of Vindhyachal Express should be provided a stoppage at Ghatera and Sagauni.

18. Bilaspur Rajdhani should go to Raipur via Sagar, Damoh and Katni and stop at Anoopur Bilaspur and its name should be changed as Raipur Rajdhani.

19. Lalitpur-Singrauli rail line should be allowed to be constructed through Panna, Gangau National Park.

20. Damoh railway goods platform should be made a full rake pont in place of half rake pont so that full rail wagons of food and green and lime stone could be unloaded and loaded.

21. An overbridge has been constructed at Patharia level crossing in Damoh. A foot overbridge should be constructed at Patharia Marg.

22. Amarkantak Express should run via Sagar-Bina so that the passengers of Damoh-Sagar may get an additional train for Bhopal. Hence this train should run via Damoh-Sagar-Bina three days a week.

23. Bhopal-Bilaspur Express reaches Bilaspur at 5 a.m. and remain stationed there whole day. This train should be extended upto Durg. It would benefit the public and the railways would not be required to provide an additional train.

24. Jabalpur-Nagpur Express runs on three days a week and remains stationed at Nagpur. This train should be extended upto Bangalore.

I, therefore, request you to fulfill the above mentioned demands in larger public interest.

DR. KARAN SINGH YADAV (Alwar): Mr. Deputy Speaker Sir, it seems to me that the hon'ble Members sitting on my opposite benches have not been able to find any fault in the rail budget. About half a dozen leaders of BJP have only one complaint that the rats are always seen running at railway stations or in the trains. Perhaps these hon'ble Members have been tutored to recite this fact. BJP is a party which can feed milk to Ganeshji and now it seems that after Ganeshji and God a rat would be included in their agenda for victory.

MR. DEPUTY SPEAKER: You should speak on behalf of your party. You have got only five minutes to speak.

DR. KARAN SINGH YADAV: It would have been a logical statement had hon'ble Shahnawazji said that Laluji has created a minority cell at every zonal level for the minorities for the first time or Laluji has ensured the presence of a member of minority community in any recruitment body or committee of Railway Board. But it's not a question of finding faults only. From a common man to hon'ble Prime Minister, everyone has praised this 'Gudri Ke Lal Dharti Putra' who was born among the cows and buffaloes. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Have you got any demand relating to your constituency?

DR. KARAN SINGH YADAV: He has proved this before the entire world that only English speaking people are not competent; infact a villager can also rise to the level where institutions like Howard, Oxford and IIM honour him with the title of Management Guru. Recently, I spoke to a young coolie at Delhi Cantt. Railway Station and told him that now he would be able to get a job, to which he replied that may God give Lalu Prasad Ji a long life, may his children remain blessed and happy and he may progress more and more throughout his life. This is the kind of thinking the people have for him who has provided great relief to the poor people, to the Kulhad makers (potters), Khadi users and dairy product sellers. No word of praise is enough for Lalu Prasad Ji who has a dream to make Indian Railways the number one railways in the world. At present hon'ble Railway Minister is not

present in the House, speaking in his presence will seem like. ...(*Interruptions*)

MR. DEPUTY SPEAKER : He is not here.

DR. KARAN SINGH YADAV: it is a big thing to praise someone in his absence. My speech will remain incomplete if I do not speak about the people of my Constituency here. I am very grateful to hon'ble Lalu Prasad Ji for making a provision in the budget to conduct a survey for laying a new railway line from my constituency Bhiwadi to Rewari, introducing a Garib Rath from Jaipur to Chandigarh and doubling the railway line between Alwar and Rewari. These provisions in the Rail Budget were such that the people of my Constituency asked me to make a mention of these things in the House and thank the hon'ble Minister for the same.

I have 2-3 small demands. It has been our long pending demand that a passenger train should be introduced between Jaipur and Delhi via Alwar, Rewari and this train should have stoppage at all the small stations. It should start from Delhi in the morning and return to Delhi in the evening. There is an urgent need for such a train. Some trains running between Rewari and Delhi are called one RD, Second RD, Four RD, Seven RD. If these trains are extended upto my city Alwar, which comes under the National capital region, then it will greatly benefit hundreds and thousands of daily commuters of my constituency who come to Delhi for work. The old train Chetak Express which used to run from Udaipur to Delhi via Jaipur, Alwar and Rewari was a meter gauge train. When this track was converted into broad gauge then this train was run via Phulera, Neem Ka Thana and Namaul. Now this train is being re-introduced but not on its original route which was from Ajmer to Delhi via Jaipur, Alwar and Rewari, infact, it is being run via Neem Ka Thana and Phulera. I would like to urge that this train should be re-introduced and run on its old original route. Due to the railway crossing, the traffic gets disrupted at Khairkal railway station in my constituency thus causing a huge inconvenience to the people. As per the new policy a new railway under bridge should be constructed at this place. There is one more small but important demand which is connected to people's emotions. Rajgarh is the tribal region in my constituency. Since long we have been demanding a stoppage of Ashram Express and Bareilly goods train in that tribal region. I would like to say that thousands of scheduled tribe people are working in different parts of the country. Due to reservation a large number of our Meena community people are

[Dr. Karan Singh Yadav]

working in different parts of the country. These major trains do not stop at those places. These trains should have a stoppage at Rajgarh because it is the sub-divisional headquarters.

Besides, there are some other small demands, which I will give in writing. With these words, I conclude my speech with the remark once again that Laluji has established a new record and have taken the railways to new heights. This Budget should be whole heartedly supported. I strongly support this budget.

\*I would like to present the following demands of my constituency before hon'ble Railway Minister.

Ashram Express and Bhuj-Bareilly Express should have a stoppage at Rajgarh station. At least one pair of train out of the half a dozen RD trains running between Rewari-Delhi should be extended upto Alwar so that the passengers commuting daily from my constituency to Delhi can also be benefited. RUB should be constructed near Khairtal railway station. One passenger train should be introduced between Jaipur-Delhi during the day time. A computerized reservation center should be set up at Rajgarh and Khairtal. Modernisation of Rajgarh railway station should be done. Chetak Express announced in the rail budget should be run on its old route *i.e.* via Jaipur-Alwar and Rewari. 4041/4042 Delhi-Sarai Rohilla, Delhi-Dehradun, Masoori Express should be extended upto Jaipur. Sitting reservation should be made in the Express, Mail and Superfast trains running during the day time. The monthly season ticket for daily passengers should be made for 200 kms. instead of 150 kms. Gauge conversion work of entire Rewari-Sadulpur, Ratangarh-Bikaner line should be expedited so that the meter gauge trains running between Bikaner to Delhi in the past may be restarted on the broad gauge line. The passengers coming from Bikaner to Delhi have had to face a lot of difficulties during the last one year.

Rajasthan Sampark Kranti should be made a daily train. There are very few trains on the Mathura-Alwar track, the long distance trains coming to Mathura should be extended upto Jaipur or Rewari via Alwar. Intercity Delhi-Jaisalmer should be given a stoppage at Ajarka. Jaipur-Gwalior Intercity Express should be provided a stoppage at Khedli.\*

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\*... \*This part of the speech was laid on the Table.

\*SHRI VIKRAMBHAI ARJANBHAI MADAM (Jamnagar):  
Sir, first of all, I would like to congratulate the hon'ble Railway Minister for presenting such a good rail budget for the common people. I am presenting before you a few demands of Gujarat state regarding railway budget:

1. A daily Super-fast passenger train should be introduced between Dwarka, Yatratham and Bandra (Mumbai).
2. A daily Super-fast train should be introduced between Dwarka, Yatratham and New Delhi via Viramgam-Mehsana.
3. Jamnagar Extension should be made a new railway division.
4. Till date there is a single railway line in Saurashtra Extension due to which the public and business class people have to face a lot of problems. Doubling and electrification of railway line between Jamnagar and Ahmedabad should be carried out.

It is extremely important to consider the above demands of Gujarat state for its development.

SHRI RAMKRIPAL YADAV (Patna): Mr. Hon'ble Deputy Speaker, Sir, I am grateful to you for having given me an opportunity to speak. At the outset, I would like to thank the hon'ble Minister of Railways Shri Lalu Prasadji who has sent a message not only to the country but also across the world by presenting a historical budget. He has presented the fifth budget in a row. Perhaps, sixty years since our independence, he is the first Railway Minister who brought railways to profit without any hike in fares and consequently, railways earned a profit of Rs. 75 thousand crore. The predecessor NDA Government was ready to privatize it and on the basis of Rakesh Mohan Committee the Government planned to privatize it as it was running in loss. It was not in a position to give dividend every year. He has done a historical job. Shri Laluji has taken the railways to new heights. Apart from him, I express my gratitude to 14 lakh employees, officers and even both the Ministers who worked with such a close cooperation. He has created a new identity for himself in the world. Several of our colleagues have rightly said that people are coming from abroad to study Lalu's charisma as to how he turned loss making railways into a profit earning institution. He has done an important job.

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\*Speech was laid on the Table.

He did not increase the fares even by five percent instead he reduced it and provided relief to the passengers. He has done a great job for students. Poor students were facing difficulty in purchasing tickets as their guardians were unable to afford. Now the hon'ble Minister has announced free travel in trains for female students upto B.A. and upto 12th standard for male students for going to college or school.

MR. DEPUTY SPEAKER: Is there any demand from your constituency?

SHRI RAM KRIPAL YADAV: Yes, Sir, it is there.

MR. DEPUTY SPEAKER: You will get only five minutes.

SHRI RAM KRIPAL YADAV: I will be grateful if you give me some time. He has done a favour to you. You should thank the hon'ble Minister even on behalf of the Chair as he has done a historical thing by meeting your old demand.

MR. DEPUTY SPEAKER: I have thanked him several time.

SHRI RAM KRIPAL YADAV: There is no M.P. whose demand has not been met, but, they are still criticizing in one or the other way. Railways have improved a lot, how can we ignore it. It has decided to upgrade Patna Station to the world class level and also several other stations will be made model stations. Lalu Ji has risen above party politics and he has undertaken certain very good jobs. It is said that many projects have been given to Bihar. Since India's independence minimum investment has not only been made in railways but in other section as well. Because of this reason the people of Bihar, who have no work, are compelled to migrate.

After carving out of Jharkhand from Bihar, the sources of revenue such as mines and minerals have gone to Jharkhand and now we are left with nothing except floods and droughts. In view of it, efforts have been made to compensate this aspect by allotting factories and railway lines. What wrong he has done by doing so? But people feel jealous about it, though, I feel it should not be so. Help should be rendered to the poor state. Still, I would like to urge the hon'ble Minister of Railways, that efforts should be made for development of other backward states also, on the lines of Bihar, though it is not that enough has been done in Bihar. Still a lot is to be done. Still

there are areas in Bihar which have no rail network. So a lot is still to be done in Bihar. But, backward states should also be extended benefits. The hon'ble Minister, in his budget speech, has announced something for each state and no state has been left out. Therefore, I feel that Laluji has realized the sentiments, pain of not only Bihar, but of the whole nation and he has given priority to the said pain in the rail budget.

Mr. Deputy Speaker, Sir, coolie has become a history and it will be written in golden letters. They feel, only now they have gained independence Laluji made them realize the real feeling of independence by making them Group IV employees. Senior Citizen can now travel to any destination by doling out just half fare. He has, thus, presented one kind of gift to senior citizens. There are many other programmes. ...(*Interruptions*) Now, I come to the demand.

MR. DEPUTY SPEAKER: You lay your demands.

SHRI RAM KRIPAL YADAV: Sir, I will speak as I have not yet written it down.

MR. DEPUTY SPEAKER: You lay on the Table. You have spoken for six minutes.

SHRI RAM KRIPAL YADAV: Sir, I will conclude within 2-3 minutes. You are especially kind to me, but I don't know why you are annoyed with me today. Rail Line between Mugalsarai to Kiul is quite busy. In the absence of a third line, traffic does not move smoothly on this line. All the trains, be it express or goods train, pass on these lines only. Our population is growing day by day and therefore the number of passengers is also increasing. During last budget, I requested the hon'ble Minister and now also I urge him to lay a third line between Mugalsarai to Kiul so that traffic can move smoothly and the passengers do not have to face difficulty. Patna-Gaya line is also very busy. It is being doubled. But I feel, certain stretches are yet to be doubled causing great inconveniences to the people.

Sir, Bankaghat falls under my constituency. It is under Vijay Krishna Ji's area also, so it is a common for us. Large number of farmers live in this area. There was a demand for construction of a railway level crossing at this place, but no headway has been made in this regard and that is why the people are facing a lot of problems on this count.

[Shri Ram Kripal Yadav]

My area houses a large number of railway staff. Many staff quarters are located in Danapur where our DRM office is situated. The hon'ble Minister keeps the welfare of the employees in mind but their quarters are in a dilapidated state. The colony is dirty and the roads are in a poor condition. I would like to draw the attention of the hon'ble Minister towards this issue as well. If the quarters cannot be repaired then a new building should be constructed. The Minister has adequate funds at his disposal and has always adopted a favourable approach regarding the railway employees. These are the few request I wished to make and I express gratitude towards the hon'ble Railway Minister. I would like to raise many more points if you give me permission to speak.

MR. DEPUTY SPEAKER: You can lay the rest of your speech on the Table of the House.

SHRI RAM KRIPAL YADAV: I will write down those points and lay them on the Table. Reiterating my gratitude towards the Railway Minister, I would like to inform him that work on the railway line sanctioned between Bihta and Aurangabad has not commenced yet. People are being deprived of this facility. Work on the line should be started immediately so that the long standing demand of the people may be fulfilled. Doubling of Rajgir line should be carried-out. With these few requests I express my gratitude and support the rail budget.

\*Sir, kindly sanction the following schemes: Construction of road overbridge (ROB) near Sarari Gumti near Jamaluddin Chowk in my constituency Danapur; construction of road overbridge near railway gumti at Shivala Chowk; construction of ROB near Lakhpar railway gumti in Danapur; construction of foot overbridge near Mazar of Jamaluddin Chak in Danapur; survey for railway line between Arah and Mohaniya has been completed and funds should be allocated so that work could be started at the earliest and; trains should be halted at Yahatvaniya that lies between Buxar and Arah.

Sadisopur has been a halt since British times. It should be granted the status of a station. Work should be started expeditiously at Phulwari, Danapur and Patna Sahib stations which have been accorded the status of model stations. Parsa and Bihta should be granted the status of model stations.\*

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\*... \*This part of the speech was laid on the Table.

\*\*SHRI M. SHIVANNA (Chamrajanagar): Sir, thank you for giving me an opportunity to participate in the discussion on Railway Budget 2008-2009 presented by the Hon'ble Railway Minister, Shri Lalu Prasad ji.

At the outset I would like to say as far as Karnataka is concerned it is an unfortunate Budget. The Hon'ble Minister has given top priority to Tamil Nadu and Bihar. This Budget has not rendered justice to all states of the country. I had praised Shri Lalu Prasad ji for his great achievement during previous Budget discussions. But the present Budget clearly shows that the Railway Minister has adopted an anti-Karnataka and anti-Kannadiga stand in awarding railway projects to Karnataka. That is why I would say Lalu Prasad ji is not Management Guru, he is 'Damagement Guru' as far as Karnataka is concerned. During his last visit to Karnataka he had assured us that he would allocate sufficient funds to complete the pending railway projects. We also had hopes to get sufficient funds but in the Budget our hopes and aspirations about railway projects went been fulfilled. He failed to live up to his promises.

India is such a country where we can see the unity of multi lingual, multi-cultured people. All are equal in our country. Therefore being a Railway Minister for the entire country it is his bounden duty to keep all the states in mind while allocating funds in the Budget. There should not be any such discrimination, otherwise it would affect the very unity and integrity of our country.

Sir, in the map of Indian Railways we have to see Karnataka using a microscope, as Karnataka is always meted out with step-motherly treatment. The State Government has requested for 9 new railway lines, 3 gauge conversion projects, and 8 doubling of railway line works. The estimated cost of all these projects is Rs. 5656/-. But this year the Railway Minister has allocated only Rs. 685 crore. Is it possible to complete any Railway Project with this meagre amount. It is not enough even to complete a Single Railway Project in the state. This kind of negligence will lead to further burden on Railways as expenditure of these projects goes up year after year. It would benefit neither Karnataka nor Indian Railways. Therefore atleast in his reply Hon'ble Minister, I hope will announce 1000 crore more funds to complete ongoing Railway Project of Karnataka.

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\*\*English translation of the speech originally delivered in Kannada.

Sir, we have been demanding these railway projects for the last 15-20 years. Number of railway projects have been sanctioned during the Prime Ministership of our J.D.(S) Party President Shri H.D. Devegowda ji. But so far none of these projects have been completed. For example in the year 1992-93 Bangalore-Hubli and Shimoga-Talaquppa Gauge conversion had been approved. The Government of Karnataka is also sharing 50% of the project cost still it is not completed. Another railway line from Kottur-Harihar is 65 Kms. This railway project has been extended upto Hararanahalli. But work on this project progressing at a snail space. And the long pending railway line between Bangalore-Satyamangalam is another key railway line in the southern part of Karnataka. But so far the Railway Minister has not taken up this project seriously. The entire economy of the South-Western Karnataka will get a big boost if this new railway line is completed. This railway line passes through my parliamentary constituency Chamarajanagar. My parliamentary constituency Chamarajnagar District is one of the most backward districts in the country. Large number of Scheduled Castes and Scheduled Tribe people, live there. The total estimated cost of this project is Rs. 901.29 crore. In the previous Budget Rs. 1.29 crore had been allocated. In the present Budget only 'One, crore of rupees has been allocated. Sir, this is very unfortunate and painful.

This railway line will be helpful in many ways. It connects Bangalore and Satyamangalam via Harohally-Kanakapura, Sathur-Malanalli Kollegal. Chamarajanagara to Mettupalyam line is pending for the last two decades. Every time a token money is set apart for this project. Unfortunately, there is no progress in this direction. This is a very vital line between Karnataka and Tamil Nadu. Communication between the two states will improve and business will flourish. Unfortunately the Government of India is not taking any interest to complete the very important railway line.

Similarly, Nanjangud to Mysore railway line is the most important line in southern Karnataka. I have visited the spot where the work is expected to be completed by the end of May. I request both the Ministers to come over their to flag off this railway line.

MR. DEPUTY SPEAKER: Hon. Member, you have already taken more than seven minutes to speak. You can lay your speech on the Table of the House.

SHRI M. SHIVANNA: Mysore to Bangalore is the most lucrative railway line. It was to be doubled and electrification should also be completed without loosing anytime. I have repeatedly requested the centre regarding this "Life line" of Kamataka.

Sir, Bangalore the capital city of Kamataka, is known as I.T. city, and also Garden city of India. Mysore, the cultural capital of Kamataka, is known as city of palace. Mysore is world famous for its Dussera celebration. It attracts people from all over the world. Mysore is 150 K.M. away from Bangalore. It will take 3 hours to travel from Bangalore to Mysore. Thousands of commuters including office goers, school and college students, business people covering this route are increasing gradually. Nearly 2,000 daily-wage workers, ladies and children are traveling in this route everyday. Adequate number of trains to meet the needs of passengers are not there. Due to heavy rush in all the trains, passengers are facing lot of difficulties. At present only 3 trains are running in this route. Passengers are sitting on the roof of the trains. Therefore, Railway Ministry should take all the necessary steps to increase the number of trains and must add more compartments to the existing trains. I would also like to mention that all the trains should have more stoppage time at Bidadi, Ramanagar, Channapattana, Maddur, Mandya and Pandava Pura. It would be a great help to the passengers. Railway Minister should give necessary instruction to the concerned authorities to provide extended stoppages.

At present there is only one train at 6 AM. There are no trains between 7 AM and 10 AM. In the same way there should be more trains between 4 PM and 7 PM. I request the Hon. Railway Minister to increase the frequency of the trains while and introducing more trains. If possible special trains should be introduced in these route.

"Doubling of Hospet-Kasargod line will play a major role in the economic development of Karnataka. It is through this line that iron ore from the state is being transported to Goa and coal and fertilizers from Goa reach Karnataka. The route is totally 'Saturated' now with over 12 rigs of goods running daily. The project requires Rs. 1000/- crore to complete. Another very important railway line between Mangalore and Chennai via Bangalore and Hasan was announced during the Prime Ministership of Shri H.D. Devegowda. This railway line is

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\*...\* This part of the speech was laid on the Table

[Shri M. Shivanna]

commercially viable and it would help the Indian Railways to earn more revenue. Another important and strange railway line is between Bangalore and Jolarpettai. Ironically the line between Jolarpettai and Chennai is double line and it is electrified. The other side of this Major railway line i.e. between Jolarpettai and Bangalore it is neither electrified nor double. What a double standard !!! Will the Hon'ble Minister release at least 100 crores of rupees for the speedy conversion and electrification of the line between Bangalore and Jolarpettai? Silicon city is not only the home town of thousands of software companies but also hosting ATP II tier tennis tournament. Should it not be connected with Chennai by a double line.

The people of Karnataka are happy as their long awaited train was flagged off very recently from Bangalore to Mangalore after 12 long years. This popular train runs through some of the most breath-taking landscape in the western ghats. Regarding this railway line I can say that only a half the job is done as the work of the Bangalore-Shravanabelagola-Hassan line remains incomplected and the Mangala Express is forced to take a circuitous route, making the commuters spend nearly 13 hours journey. I therefore urge upon the Hon'ble Lalujji to kindly and expeditiously complete the remaining work so that the train service will be able to realize its full potential. Apart from the night service that it has started now, the railway should immediately consider a day service as well to enable people to enjoy the scenic beauty of terrain the train passes through. It will also make sense from the tourism point of view.

The commercially lucrative doubling of Bangalore-Mysore, the most busy line between Tumkur and Bangalore and the most important railway line between Mysore and Chamarajanagara have to be completed at the earliest. These very important lines have been limping along for years for want of funds. Now time has come to expedite these three vital railway lines without any further delay in Karnataka.

Sir, while recruiting the 'D' group employees people of states concerned should be given priority. I agree that at present Railways does not have provision to provide any reservation, but I would request the Hon'ble Minister to take necessary steps to bring amendment to existing rules of recruitment for class 'C' and 'D' Group Railway Employees.\*

[English]

\*PROF. M. RAMADASS (Pondicherry): Hon'ble Sir, on behalf of Paatholi Yokkal Kohchi and its Founder President Dr. Aiyya, I rise to support the Railway Budget, 2008-09, the fifth and the finest Budget of Shri Lalu Prashad Yadav, the Hon'ble Minister of Railways. During the last five years Railways has made impressive services from a low level to a high level, from a losing proposition to a gainful proposition. Looked at from all angles - earnings operating ratio, safety, savings, passenger amenities, staff welfare and contribution to the exchequer, Indian Railways has come over of its old cobwebs and is now marching ahead with a Mission and vision.

Sir, I take this opportunity to congratulate and complement the three Railway Ministers, Members of the Railway Board and the entire staff of Railways also have made this miracle possible.

Sir, I am also grateful to the Ministry of Railways over sanctioning some useful projects to my constituency. In fact this for the first time, that Pondicherry has found adequate in the Indian Railways. The new Railway route from Chennai to Cuddalore via Puducherry would accelerate the entire development of both Tamil Nadu and the territory of Puducherry. The Garibi Rath between Puducherry and Yahwatpur (Bangalore) - one amongst the ten raths has earned the hearts of Puducherry people and I only wish that this rath should be the first to be run at the earliest. The four ROB's announced and a provision of 6 crores for creation of a facility at the railway station of Puducherry would add to the accelerated development of Railways in the neglected Puducherry. The railway work between Koricual, another version of the Union Territory of Puducherry which has been the demand of the people of that region, would catalyse the movement of men and goods between Koricul and other parts of India.

While appreciating the Minister for doing commendable work for Puducherry, I wish to remind him that what he has done is only a beginning work and that he has to do many things to make Railway journey more comfortable and people friendly.

Sir, I wish to remind the Hon'ble Minister that Puducherry is on various territory with very peculiar geographical location and spread. My constituency that is the Union Territory of Puducherry is scattered in three States of India-Tamil Nadu, Karoikaol region lies at a

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\*Speech was laid on the Table

distance of 160 kms in Tamil Nadu, Kerala, Maha Region lies at a distance of 800 kms in Kerala, Andhra Pradesh at a distance of 890 kms in Andhra Pradesh.

Puducherry deserves special consideration from the Railway Ministry for two reasons.

- (i) It is the capital city of the Union Territory and should be accorded a special status which normally is extended to a State Capital. Puducherry should be linked to the capital city of India, namely Delhi, and other State Capitals, especially of Southern State Capitals.
- (ii) Since it is geographically secured, special trains to link the people of these scattered regions have to be pilled.

In view of the above rational, I request the Hon'ble Minister of Railway to meet the followings requirements of Puducherry.

- (i) A new train from Puducherry to Mouyolve via Villipurau, Virdhachulam, Solerum, Calicut.
- (ii) Extention of Kokuoda-Chennai Express which carries people from Youou and which lies idle for more than 12 hours in Chennai, to Puducherry.
- (iii) A new train from Puducherry to Hyderabad so that two Information Technology cities may be linked.
- (iv) The present Puducherry-Chennai Express may be run for all seven days of the week so far in the five days.
- (v) Changing the timing of Puducherry-Tripatthe Express to enable Puducherry Passengers to Express South bound Express Trains at Viduparam.
- (vi) A new survey to link Kouiketal and Salem may be ordered immediately.
- (vii) Reservation and avail ling of concession tickets to sportsmen may be arranged in Puducherry southern cities at Trichy or Chennai which happens to be a time consuming affair.
- (viii) A new train to Kanyakumari from Puducherry via Villuprura, Trichy, Madurai.

I hope the Railway Minister would conclude to these requirements. With these words, I conclude the Railway Budget, 2008-09.

[*Translation*]

SHRI FAGGAN SINGH KULASTE (Mandla): Mr. Deputy Speaker, Sir, the rail budget is being discussed here. The impression I have got from listening to the speeches of the my learned colleagues here is that in the midst of all the tall claims, the actual situation of the railways has been kept veiled.

20.03 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Mr. Chairman, Sir the gauge-conversion work in my constituency has been under consideration for a number of years. The Britishers had constructed the Jabalpur-Balaghat-Gondiya-Nagpur metre gauge line 60 years after independence, merely 42 km. of the 275 km. long railway line has been converted into broad gauge. It is unfortunate that the entire Jabalpur-Nainpur-Balaghat track remains to be converted into broad gauge. The NDA Government had made a provision for this work but the amount of allocation kept on falling in subsequent budgets. The House, the Railway Minister and the Government should give thought to the tribal areas. An hon'ble Member from North-East was complaining that his region has been neglected. If we talk about tribal areas, the largest stretch of tribal land falls in Madhya Pradesh. Apart from this, Madhya Pradesh and Chhattisgarh are the leading states in the matter of environment, forest land and revenue earning.

Should not, then, these regions get a share of the contribution they are making to the national wealth. Who will think about the raw deal being given to these states? I have to say with regret that these states are facing discrimination. The hon'ble Railway Minister had visited Jabalpur sometime back. He had announced on 10 December, 2007 that the gauge conversion work would be completed by 2010. How much budget provision has been made for that work? The allies of the Government are praising the budget. It hurts when these regions are overlooked and when a project costing Rs. 511 crore is given an allocation of merely Rs. 67 crores. Consideration should be given to these regions. These regions are being ill treated. They have always been neglected. A train accident had taken place recently. The idea of opening a



[Shri Faggan Singh Kulaste]

railway divisional office at that place was floated but no further consideration was given to that proposal. A sub-divisional office is being run in Nagpur. The shortest meter gauge line runs through Balaghat-Mainpur and Jabalpur. You can check the map of India. This is the condition in these regions. That is why I want you to take time out to give thought to these regions. As far as Mainpur and Mandla Port are concerned, this is the district headquarters. A survey was conducted but no provision was made in the budget. Survey for railway line linking Jabalpur-Bilaspur-Muvali was conducted but no budget provision was made. A new project for linking Jabalpur to Dindori and Anuppur which is a religious place where Narmada flows had been envisaged but no further consideration was given to that project. There are many such important issues.

There is another point I would like to raise. There are two zones—Central-Western Railway Zone Jabalpur and South Eastern Railway Zone. The gauge conversion work in Jabalpur, Mainpur, Balaghat and Mainpur-Seoni-Nagpur is being carried out from Bilaspur. A discussion with railway officers throws up the fact that the construction division looking after the gauge conversion work is situated in Bilaspur. Is it practical to supervise gauge conversion work from Bilaspur, from a distance of 200-300 km.  
...(Interruptions)

[English]

MR. CHAIRMAN: I will give five minutes to each Member. If the hon. Member cannot complete his speech within that time, he can lay the rest of his speech on the Table of the House. I will ring the bell and after that no concession can be given to anybody. There must be an end to every matter.

[Translation]

SHRI FAGGAN SINGH KULASTE: Mr. Chairman, Sir, concluding I lay the remaining part of my speech on the table of the House. I thank you for giving me an opportunity to speak.

- \*1. Sir, an adequate budgetary allocation should be made for Jabalpur-Gondia gauge conversion. This project involves a cost of Rs. 511 crore approx. After its completion a quadrilateral railway route will appear on railway's map which would reduce the distance of south bound trains by 273 kms. During his visit to Jabalpur, on

December 10, 2007 the hon'ble Minister of Railways had made an announcement that this project will be completed by the year 2010. Till now, the work has been completed upto 42 kms only and with this pace the work is unlikely to be completed even by the year 2020. Therefore, at least a budget of Rs. 200 crore should be allocated for this project so that it could be completed by the year 2010 with the prescribed budget. Besides, keeping in view the feasibility, the present implementing agency South Eastern Central Railway Bilaspur (Chhattisgarh) should be replaced by the Western Central Railways to expedite the work.

2. The distance between Nainpur and Mandla fort is approx 42 kms. Survey for its gauge conversion has already been completed. Similarly survey for gauge conversion of Nainpur-Sivani-Nagpur has also been conducted. Please include these gauge conversions in this budget.

#### EXTENSION OF NEW RAILWAY LINES:—

##### Parliamentary Constituency Mandal

1. Survey for laying new rail line from Jabalpur to Mandla via Bilaspur has been completed. Please include it in this railway budget.
2. Survey for laying new rail line between Jabalpur and Anuppur via Dindori Amarkantak has been completed. Please include this also in the budget.
3. Survey for laying new rail line between Jabalpur-Damoh and Panna has been conducted. The estimated cost of laying of this line is approx Rs. 444 crore. This line will reduce the distance by 100 kms. Therefore, please include this proposal in this budget on priority basis and allocate sufficient funds for this purpose.
4. The survey for new line Damoh-Kundalpur has been completed and the estimated cost of construction is approx Rs. 49 crore. This may also be included in the budget and a sufficient amount be allocated for it.
5. Under the new railway line approved for Lalitpur-Singrauli, Construction work has been approved from Khajuraho to Panna-Satna and from Reeva to Singrauli. Please allocate sufficient budgetary funds for it.

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\*...\* This part of the speech was laid on the Table.

### Parliamentary Constituency Balaghat

6. The work regarding laying of new rail line upto 40 kms. between Kantgi and Balaghat has been started. Tirodi to Tumsar is a broad gauge line. Survey has been completed to lay a new railway line upto 12 kms from Kantgi to Tirodi. Laying of this line will create a new route from Balaghat to Nagpur via Tumsar. Therefore, please include it in the railway budget.

### Train and Passenger facilities

1. There is a need to start a new train between Jabalpur and Mumbai which should run twice or thrice a week upto Pune. Almost all the zonal headquarters have a direct train for Mumbai except Western Central railway zone, Jabalpur despite heavy demand. Therefore, a direct train should be started from here to economic capital of the country which should run twice or thrice a week upto Pune.
2. Usually there is heavy rush of passengers from Jabalpur to Narsinhpur and Jabalpur to Katni Kamore. Therefore, for the convenience of the daily passengers, a local train (DMU) should be started on Narsinhpur-Jabalpur-Katni (Kamore) route.
3. As triple IT and other technical educational institutions are located in Jabalpur, therefore, a new train is required for Bangalore. A direct train should run from Jabalpur to Bangalore.
4. The Headquarters of Western Central Zone is located at Jabalpur Therefore, office of Railways Recruitment Board should also be set up at Jabalpur.
5. The frequency of the train introduced from Jabalpur to Jammu for Mata Vaishno Devi Shrine should be increased.
6. Approx. one lakh Sikhs are residing in Jabalpur Katni and the surrounding areas. Keeping in view their religious sentiments, a direct train should be introduced between Jabalpur and Amritsar and Mahakaushal Express and Jammu Tavi Express should be extended upto Amritsar from Delhi.
7. Keeping in view the large number of Bangla speaking people, a new train should be

introduced from Jabalpur to Kolkata. Deeksha Bhumi Express and Chennai-Chhapra Ganga Kaveri Express should run daily.

8. As zonal headquarters of railway is situated at Jabalpur, Jabalpur and Katni stations should be developed as per I.S.O. 9001 certification.
9. Electrification of Itarasi-Jabalpur-Katni railway line, which has been pending for a long time should be taken up. It is economical and pollution free mean as compared to diesel, therefore, this work should be completed immediately.
10. The other major stations of Jabalpur are Madanmahal and Kachhpura which are situated in the midst of densely populated area. Trains should be given stoppages at these stations and these stations should be developed with all the facilities.
11. Keeping in view the number of passengers going to New Delhi, Madhya Pradesh Sampark Kranti should run daily. Besides, Gondwana Express with all its coaches should run direct from Jabalpur to Delhi so as to cut down traveling time.
12. Keeping in view the large number of pilgrims belonging to Bihar and Uttar Pradesh, a new train should be introduced from Jabalpur to Chhapra via Allahabad.
13. In view of the number of persons belonging to Uttaranchal living in Jabalpur and the tourist and religious importance of both the places, a new train should be introduced from Jabalpur to Dehradun.
14. Chitrakoot Express running between Jabalpur and Lucknow should be extended upto Kathgodam (Uttaranchal) via Bareilly.
15. Ajmer is an important religious centre for the Hindus and the followers of other religions. A large number of people from Jabalpur travel to Ajmer every year. Hence Jabalpur-Jaipur-Dayodaya Express should be extended upto Ajmer for the convenience of passengers.
16. Keeping in view the number of passengers and the requirement of growing marble industry a new train should be introduced from Katni to Udaipur via Kota and Chittorgarh.

[Shri Faggan Singh Kulaste]

17. Keeping in view the availability of medical facilities and the commercial interests of the city, the train running between Jabalpur and Nagpur should be run daily from Katni to Nagpur via Jabalpur with additional coaches.
18. There is joint trade between Madhya Pradesh and Chhattisgarh. Hence keeping in view the industrial importance of the region, an Intercity Express should be introduced from Katni to Bilaspur.
19. The work on for sanctioned project for construction of overbridge at Khirhani level crossing in Katni, for which tenders have also been invited, should be started soon.
20. A large number of people belonging to Goa and Mangalore live in Jabalpur. There is a direct train to Goa from all parts of the country. The passengers have to face problems as there is no train for Goa from Jabalpur situated in the middle of the country. Hence, a train should be introduced from Jabalpur to Goa on one or two days a week.

#### Lok Sabha Constituency Damoh

Damoh station has been approved for making it a model station. 62 lakhs of rupees have been allocated for its upgradation. This upgradation work should be started soon after completing the required formalities.

1. A large number of passengers from Balaghat have to travel to Raipur. A new train should be introduced from Balaghat to Raipur for their convenience.
2. The passengers at Balaghat have to face a lot of problems in reaching the capital of the state as there is no passenger train from Balaghat to Bhopal. Hence, a new passenger train should be introduced from Balaghat to Bhopal.
3. Keeping in view the number of passengers, Maharashtra Express running between Gondia and Pune should originate from Balaghat.
4. The passengers are put to considerable inconvenience as there is no direct train to Mumbai from Balaghat. Hence, Vidarbha Express, running between Gondia and Mumbai, should originate from Balaghat.

#### Lok Sabha Constituency Mandal

1. Nainpur should be developed as a training centre for railway staff.
2. Mangal Mandal staff community centre should be constructed in Nainpur.
3. The gauge conversion of Balaghat-Jabalpur via Nainpur section under South Central Railway should be carried out soon.

\*DR. RAMKRISHNA KUSMARIA (Khajuraho): Sir, the railway of Laluji is running on time. He has been presenting successive budgets and appropriating applause. All this has reason too. He is taking full advantage of the infrastructure put in place by Nitish Kumar and improved the railways as a true and worthy heir. I thank you for all this.

Shri Atal Bihari Vajpayeeji and Nitish Kumar had laid the foundation stone of Khajuraho Mahoba rail line. He has announced to introduce Khajuraho-Delhi link express on three days a week after completion of the said line. I thank you for that. You have provided the stoppage of Uttar Pradesh Jan Sampark Kranti Express at Harpalpur on my demand and added a new feather in the development of my constituency by sanctioning a rake plant at Harpalpur station as well. You have helped in promoting tourism in Khajuraho and Orchha by extending Taj Express from Gwalior to Jhansi and I thank you for this. But, at the same time I request you to extend Taj Express upto Khajuraho. Apart from this, many other works are required to be done by you.

In this connection I would like to request for beautification of Lalitpur, Orchha, Bhivadi and Harpalpur stations and providing of amenities there. It would be a great advantage for the backward region of Bundelkhand if Tulsi Express is run daily. Bundelkhand is a backward area. If a Garib Rath is introduced in this area, it would help in the development of tourist spots like Orchha, and Khajuraho Kalinjar and promoting tourism also. Uttar Pradesh Sampark Kranti and Madhya Pradesh Sampark Kranti need to be run daily. The stoppage of Bhopal Express should be provided at Lalitpur and Datiya. The stoppage of Sachkhand and Tamilnadu Express should be provided at Bina. A refinery has been set up in Bina and this town is developing fast.

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\*Speech was laid on the Table.

Please provide the stoppage of Shatabdi Express at Bina. You have extended Jabalpur-Kota Express upto Jaipur. I request you to extend this train upto Ajmer Sharif so that both the Hindus and the Muslims may reach their respective places of pilgrimage-Pushkar and Ajmer Sharif.

Delhi-Bhubaneswar Sambalpur Express via Bena runs thrice a week. I urge that this train should run daily and new bogies and a AC-1 bogie should also be attached to it. Apart from this, there is a need to double and electrify Mandvi-Manikpur-Allahabad line. Survey for Panna-Khajuraho railway line has been completed. The laying of said line should be started so that it may be helpful in development of Bundelkhand. Lalitpur-Sagra railway line, considered as life line for comprehensive development of Bundelkhand and Baghelkhand should be taken up expeditiously. This line needs additional funds. The hon'ble Minister has assured that shortage of funds will not come in its way but the work is going on at snail's pace. The objection of Department of Forests and all national gardens should be cleared immediately and the work should be sanctioned. Mahoba-Khajuraho line was scheduled to be completed by 26 January, 2008, but because of political bias completion of the said line is being delayed by the local contractors. I would like the hon'ble Minister of Railways to take stringent measures for its expeditious completion. The hon'ble Minister in his budget speech has announced Khajuraho-Delhi Link express thrice a week. The said line may be completed and the Link Express should run all the seven days a week.

In the end, I request for construction of an overbridge near Bamitha station on Khajuraho-Mahoba line so that the traffic can move smoothly. Khajuraho is a world famous tourist spot, therefore, there is a need for an overbridge here for smooth flow of traffic.

[English]

\*SHRIMATI MANORAMA MADHAVRAJ (Udupi): The Railway budget, presented by the Hon'ble Railway Minister, has given a short shift to Karnataka. Inter connectivity within the State has received negligible attention and importance. We had presented a 'wish list' tabling the State's requirements which included completion of the Kadar-Chikkamagalur-Sakleswar railway line, Hassan-Bangalore-via Shravana Belgola (166km) railway line, Bangalore-Satyamangalore line, Railway line between

Talaspady and Tokur, including Permbur yard to Konkan Railway. Doubling of the railway line between Kankandymangalore, etc. But none of these projects had seen significant progress and the allocation to these projects is too meager to make any major headway. Some of these works have been taken up but the progress is marginal. It is a matter of great concern that even an assurance was not given by the Railway Minister to take up the sanctioned works in a phase wise manner and completing them within a stipulated time frame.

The delay in completing the sanctioned work would have a bearing on the development of Karnataka, which was poorly served by the Railways compared to other major States in India.

Railway Minister Lalu Prasad has announced various steps for passengers, including fares for students and concession for senior citizens. But all this seems to have been done with an eye on the 2009 elections. A seven percent cut in AC-I class fares, four per cent in AC-II class fares, five per cent in second class fares is discriminatory. This should have been in the reverse order.

Nothing has been said about the steps taken to control the practice of passengers from unreserved compartments entering the reserved ones during day time. There is no mention of improving the catering services.

The Railways move of reducing the fares, announcing free passes for students and various other concessions is welcome. But unless the frequency of services is increased all sections no purpose will be served by the concession. The Railways should increase the frequency of trains, particularly suburban in order to enable people to reap the benefits of the concessions announced in the budget.

The people of my constituency are demanding the Railway Minister to include the railway line between Talapady and Tokur, including Panambar yard, to Konkan Railway.

The railway lines in the 19 km radius around mangalore had been divided into Southern Railway, North-Eastern Railway and Konkan Railway. As a result, whenever the problem arises, they continue to remain unsolved.

\*The 101 km railway line between Diwa and Roha comes under the Central railway. The 25 km stretch

\*Speech was laid on the Table.

[Smt. Manorama Madhavraj]

between Mangalore and Panambur yard comes under southern railway. People have the misconception that the entire 1,185 km stretch between Kurla and Mangalore belongs to Konkan Railway and its entire income is used by the same.

In fact Konkan Railway earns the income generated by selling tickets and goods charges for a stretch of 1,059 kms between Roha and Tokur only. The People are demanding the extension of Mangalore-Bangalore train started recently till Karwar as that was not of any help to the people of Udupi, Kundapura, Bhakala and Kavar.

They also demanded the immediate starting of Yashawanthapura-Arasikere-Hassan-Mangalore train. The restarting of Janashatabdi train, increasing the number of bogies of Matsya Gandha to 22, sanctioning a stop at Udupi to Kottchuvelli-Chandigarh train, which runs once in a week, running the Bandra/Mumbai Central-Vasai Road-mangalore train twice a week, shifting the railway police station from Manipal to Udupi Railway Station at Indrali, arranging a coin booth for allotting platform ticket, running special trains during winter and summer between Mumbai and Mangalore, starting a passenger train to leave Madgao railway station in the morning and run towards Mangalore, recognition to the Railway Yatri Sangha and starting a pay booth for taxis and autorickshaws at Udupi Railway Station.

I would like to request the Hon'ble Minister to take necessary steps extension of the Bangalore-Mangalore train to Karwar the extension of train service would benefit the people of Dakshina Kannada district only. The number of coaches of the Mangalore-Mumbai Matsyagandha Express should be increased to 22 and the Jan Shatabdi Express between Mangalore and Mumbai be revived. The weekly Kochuvelli-Chandigarh Sampark Kranti Express should be given a stop at Udupi. Special trains should be run between Mangalore and Mumbai during summer and winter.

The Railway Police Station at Manipal should be shifted to Udupi, a pay booth be started for taxis and autorickshaws at Udupi Railway Station and coin booth facility for platform tickets installed at the railway station.

The people of Karnataka are happy as their 12 years long awaited train was flagged off very recently from Bangalore to Mangalore. This popular train runs through some of the most breath taking landscape in the Western Ghats. Regarding this railway line I can say that only a

half job done as the work on the Bangalore-Shravanabelagola-Hassan line remains incomplected and the Mangla Express is forced to take a circuitous route, making the commuters spend nearly 13 hours journey. I, therefore, urge upon the Hon'ble Laluji to kindly and expeditiously complete the remaining work so that the train service will be able to realize its full potential. Apart from the night service that it has started now, the railways should immediately consider a day service as well to enable people to enjoy the scenic beauty of terrain the train passes through. It will also make sense from the tourism point view.

The commercially lucrative doubling of Bangalore-Mysore, the most busy line between Tumkur and Bangalore and the most important railway line between Mysore and Chamarajanayara have to be completed at the earliest. These very important lines have been limping along for years for lack of allocation of funds. Now time has come to expedite these vital three railway lines without any further delay in Karnataka.

MR. CHAIRMAN: Chaudhary Bijendra Singh, please conclude your speech within five minutes.

... (Interruptions)

[Translation]

CHAUDHARY BIJENDRA SINGH (Aligarh): Mr. Chairman, sir, please do not stop me during these five minutes.

[English]

MR. CHAIRMAN: There can be no concession. I know that I am doing a thankless job, but I am forced to do it.

[Translation]

CHAUDHARY BIJENDRA SINGH: (Aligarh): Mr. Chairman, Sir, I convey my thanks to you and express gratitude for giving me a chance to speak on the railway budget.

Sir, the department of railways is a very important department. It assumes more significance today when communal forces are trying to divide the nation on casteist, religious and linguistic lines. The railway is instead uniting the people from Kanyakumari to Jammu. India is the best example of unity in diversity. My colleague sitting

right in front of me is constantly interrupting me. Let us set the language of the budget aside and try to save this country first. They have tried to disrupt the unity but Lalu ji has done enough development and united the country by extending the rail network from one corner of the country to another. In this regard, I would like to congratulate Shrimati Sonia Gandhi, Dr. Manmohan Singh and Lalu ji.

Despite rising inflation and increase in the prices of iron and steel, passenger fares and freight rates have not been hiked during the last four-five years. There should definitely be a reason behind it and I do not feel like congratulating Lalu ji on this account, nor am I supporting it. The Railway Budget presented by Lalu ji has become a hot topic of discussion amongst 120 crore people of India. In a democracy, a Minister praised by the people, should also be praised by us in the House, as we are the people's representative and we come here for the people's sake. The railway budget presented by Laluji is a common man's budget, the budget of the poor and also a budget for the development of the country.

Sir, only the wearer knows where the shoe pinches. A person who has been born and brought up in particular conditions, only knows about it and nobody else does. I would like to draw the attention of Shri Rathwa Ji to my constituency. Aligarh is a historically important city. Approximately thirty thousand students from across the world study in Aligarh Muslim University, Aligarh. In view of increasing population in Delhi, there is an urgent need to increase the number of trains at railway stations around Delhi. It is necessary also in view of the fact that large number of office goers travel to and fro.

Sir, I would like to place my 2-3 demands. Being the birth place of Lord Krishna Mathura is famous throughout the world and Aligarh Muslim University at Aligarh serves the minorities. It is a symbol of brotherhood. For the last four years, I have been demanding for a railway link between Aligarh and Mathura. Today, again I demand a railway link between Aligarh and Mathura. Kasganj is a big town and Atruli has a big atomic power station at Narora and there is no railway line upto Narora, whereas, Atruli is just 10 kms away. Therefore, I demand a railway line from Kasganj to Delhi, via Atruli, Khurja. The people of this area have been demanding it since long. Though so many years have elapsed since independence, yet, there has been no development on Aligarh-Bareilly route. Only one train introduced at the beginning is available on this line. My submission is that two trains should be

started on this line and AC coaches should be provided in these trains... (*Interruptions*) Jail road in Aligarh is accident prone. Every week 8-10 accidents occur on this road resulting in death of many people. Often accidents occur here. Earlier also I have demanded and today again I urge for either an over-bridge or an under-bridge on this road. Earlier also, I had submitted three proposals, regarding Jamalpur Bypass, Madarak Ring Road and Somna Road. Today again I urge for the same. Earlier I had demanded for providing stoppage of Vikramshila and Licchavi Express. Five Rajdhani trains come in the morning. Last Rajdhani should be provided at least one minute's stoppage there, so that the M. Ps, VIPs or any other person have no difficulty... (*Interruptions*) Journalists should be given free pass facilities... (*Interruptions*)

[*English*]

MR. CHAIRMAN: I will ring the first bell. After some time I will ring the second bell. After the second bell is rung, nothing will be recorded. Whatever you may speak, it will not go on record after the second bell. I have given you six or seven minutes.

Shri Veerendra Kumar.

In the interest of the hon. Members, I am doing this job. It is the requirement of the ruling party to ensure that the discussion is completed in time. I can understand the Opposition if they take some time.

[*Translation*]

\*SHRI GHURAN RAM (Palamu): Sir, Hon'ble Railway Minister Shri Lalu Prasad Ji has presented a historic Railway budget for the year 2008-2009. I rise to support this budget. After independence Lalu Ji is the first Railway Minister who has tried to benefit each and every person of the country and has made the Railways earn a profit of Rs 25,000 crore. I would like to express my gratitude to hon'ble Railway Minister for he enabled the Railway to earn so much profit without increasing freight charges or passenger fares whereas during the tenure of NDA Government the Railways was incurring a loss of Rs. 2,900 crore. Hon'ble Lalu ji has enabled the Railways to earn a profit of thousands of crores of rupees ever since he became the Railways Minister. His name will go down in the annals of history for setting up of rail coach factory at Raibareilly, wheel manufacturing at factory Chappra.

\*Speech was laid on the Table.

[Shri Ghuran Ram]

thermal power station at Dehri Aanson, acquisition of two units of Bharat Wagon factory in Mokama and Muzaffarpur, setting up of railway sleeper factory in Madhepura and other works done in Saharsa and Gopalganj. Through you, I would like to draw the attention of the Hon'ble Railway Minister towards certain important demands of my Parliamentary Constituency, Palamu:

1. Introduction of a new EMU train from Dehri to Barwadeeh.
2. Provision of a stoppage of Varanasi to Ranchi Intercity at Kazaid Navadeeh.
3. Provision of stoppages for the Aaransi and Bamniha Chopan passenger train.

[English]

SHRI M.P. VEERENDRA KUMAR (Calicut): While thanking the hon. Railway Minister for reduction of fares and freight and congratulating his entire team for the record profits generated last year, the creeping privatization tendencies in this vital sector can only be viewed with apprehension. Some aspects in the Budget with specific reference to Kerala need mention.

The announcement of the proposed Kanjikkode Coach Factory in Palghat is historic since it will change the industrial face of Kerala. The work of road over bridges sanctioned years back is still languishing. Nandi bazaar, near Calicut is a specific instance. This causes untold hardship to road users even of the National Highways. Work on five over bridges, LC 201, between Elathur 85 Quilandy, LC 185, fourth railway gate, Calicut, LC 174, near Parappanangady gate, LC 172, between Tanur 8B Tirur and LC 170, near Thirunavaya, are all ready to start. Kozhikode railway station work is still pending and nothing has been done so far.

Passenger trains are perennially over crowded due to shortage of coaches, especially in Malabar area. One option is that the Nilgiri express/Blue Mountain express plying between Chennai and Mettupalayam, be extended to Calicut. Since the train reaches Mettupalayam at 6.15 a.m. and departs for Chennai only at 7.45 p.m., there is ample time to gainfully run the unutilised bogies. This will benefit Malabar-bound passengers, including small traders, businesspeople and office-goers and also ease pressure on the Coimbatore-Mangalore fast passenger. Similarly, bogies of the Amrita Express can also be profitably utilized during day, by extending a service to Kannur or Calicut, at the very least. Moreover, railways can also earn additional revenue.

Nothing has materialised of the three surveys conducted for Tellicherry-Nanjankode section connecting Wayanad and Nilambur-Mysore new lines. This project which will benefit the people of Karnataka, Tamil Nadu and Kerala has been dragging on for decades. Serious attention should be given for speedy implementation, since it will reduce the running time between Bengalooru and Kochi by nearly 3 hours. The additional traffic generated on the commissioning of Vallarpadam project can be diverted through this line also to relieve congestion. No funds have been provided for Shoranur-Mangalore electrification, instead a feasibility study has been proposed. Grants for track doubling, road over bridges, rail bridges construction and electrification has been curtailed from Rs. 283.97 crore in 2007-08 to Rs. 240 crore in 2008-09, whereas by the Railway's own estimate doubling works alone requires Rs. 2,144.80 crore. Only Rs. 25 crore has been allocated for the 145 km Angamali-Sabarimala and 51 km Tanur-Guruvayur railway lines, which are inadequate to ensure speedy completion of these projects. Adequate steps need be taken for completing the land acquisition for the latter line. Similarly, the Rs. 1.1 crore allocation for the Rs. 85 crore Alappuzha Fabricated Rolling Stock components is also grossly inadequate.

The 2 new trains, Bangalore-Coimbatore-Ernakulam Inter-city and Shoranur-Nilambur passenger have been announced. But these are already in operation.

Even though at the time of preparation of budget documents funds are provided for various works in Kerala region, it is a common practice during the course of the financial year that the funds are reappropriated by the zonal Railway Administration at Chennai and diverted to various projects in other places, while progress of work lags in Kerala. Even in this budget, gauge conversion (Palghat-Pollachi-Coimbatore Quilon-Tenkasi-Virudunagar) and electrification works (Trivandrum-Cape) have been clubbed together with the intention of utilizing the funds predominantly for the works elsewhere in the guise of sharing of funds.

LHB (Linke Hoffman Bosch) type coaches, which are run on 4 Rajdhani and Shatabdi trains, have to be introduced in TVC-NZM Rajadhani Express, the longest run Rajdhani, also, even before March 2010. But overall, Laluji has again performed a miracle. The elevation of porters to gangmen/other Group 'D' posts is a historic step. Truly he has imparted visionary dynamism to the Railways. With these words, I conclude my speech.

\*SHRI ANANTA NAYAK (Keonjhar): I rise to take part in the discussion on Railway Budget. Sir, Railway is the life line of the nation; it is the largest public sector undertaking. Now this PSU is earning profit and paying dividend every year. I thanks the Railway Minister to improve the financial condition of Railway. But we should not forget the employees at the grassroots, the worker the gangamen, the railway Staffs and last but not least the Railway Board also deserve thanks for paying dividend.

Railway is the largest transport system in the country. But the system needs connection with each and every State irrespective of the fact whether any areas are hilly, dense forest and inaccessible due to same reason. Even after 61 years of Independence people in some States have not yet seen Rail. So, Rail connectivity must be provided to such areas.

Development of infrastructure depends mainly on the rail connectivity. There are 12 major ports in the country. All the ports must be provided with rail connectivity. While presently the Rail Budget the Hon'ble Minister has referred to new train between Jaipur and Paradeep of course train services is available between Cuttack and Paradeep which is being extended to Bhubaneswar. I urge upon the Minister to connect Paradip Port with the hinterland, the Minister has announced new lines from Keonjhargarh to Badapaahad and Barbil to Barsuan. A loop line may be constructed between Keonjhargarh and Ganhdamardan sector. This will facilitate the transport of iron ore and other minerals to Paradeep Port for export purpose. The cost of operation will also not much. Each line will give profit to Railway Department.

The Hon'ble Minister of Railways is kind enough to introduce Garib Rath to different States. But he is unkind to my State like Orissa. I request him to introduce a Garib Rath between New Delhi and Bhubaneswar connecting my Parliamentary constituency Keonjhar. I take this opportunity to thank him for introducing of new train between Keonjhargarh and Puri. That means the Hon'ble Minister has recognized the importance to mineral rich Keonjhar parliamentary Constituency. He has also increased the frequency of 2421/2422 Bhubaneswar via Tata Nagar. So we are having Radhani for 5 days in a week. I demand that a pair of Radhani Express may be introduced between New Delhi and Bhubaneswar via Tatanagar and keonjhargarh. The people of the backward

area which is very rich in minerals and developed industrially will be greatly benefited if this train is introduced we have got a large number of workers from the home State of Hon'ble Minister and also from West Bengal. So adequate train connection may be provided between Keonjhargarh, Patna and Kolkota. A large number of devotees visit Deogarh from my area. We will be grateful if the Hon'ble Minister considers a daily train from Keonjhargarh to Deogarh. The pilgrims will get direct connection to Babadham. This will promote tourism also.

Sir, coming to freight earning the undivided south Eastern Railways was earn highest amount of revenue from freight among all the Railway Division. After bifurcation the East Coast Railway has the highest revenue earner from freight on that basis I was demanding better treatment to Orissa from day one of my election as member of parliament. I belong to a Constituency which contributes maximum revenue to Railway by freight traffic. This freight earning will further increase one the line from Daitari and Banspani announced by the Minister. I appeal to Shri Lalu Prasadji to provide adequate fund for construction of additional line. This will facilitate the transport of Iron ore to Paradeep. India will get huge amount of foreign Exchange from the export of Mineral. In addition to Railway the National exchequer will be benefitted thereby.

Sir, there is an urgent need to modernize the Indian Railway. I am glad that the Hon'ble Railway Minister has taken steps in that direction. I appeal the Railway Minister to give priority to modernize the signaling system and safety along with development of the security of the passengers. Passengers one boarded the train must reach their destination safely. The security must be provided in the long distance trains.

Sir, the Hon'ble Minister has sanctioned the doubling of some lines. As far as Orissa is concerned only a few kilometres from Jakhapura to Haridaspur, Paradeep to Bansapani, Barbil to Badampahad and Champajhar to Bimlagarh have been mentioned in his speech. However I welcome the proposal for doubling Jhakapura-bansapani line.

Sir, the Minister has introduced a bi-weekly Express train between Bhubaneswar and Mumbai via Sambalpur. This train should be made a daily train. I take this opportunity to request the Minister to increase the frequency of Hirakhanda Express from tri-weekly to a daily train.

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\*Speech was laid on the Table.



[Shri Ananta Nayak]

Sir, the Rail Vikash Nigam Ltd., is doing very well. It should pay special attention to complete the ongoing projects in Orissa. The target date has been fixed to complete the gaudge conversion of Naupada-Gunupur. It is an old project lunched during British regime. It should be completed within the target date.

Sir, So far as the new projects are concerned a small Port in between Banspani and Jurdi has been selected. This should at least be completed upto Keonjhar in 2008-09. At the same time all possible efforts should be made to complete the proposed line between Banspani and Barbil. Besides proposal to construct some new projects like Bargarh to Padampur, Talcher to Gopalpur and Rupsa-Bangiriposhi-Gorumaihini and Badapahad to Keonjhar are pending with the Govt. I request the Railway Minister to extend financial support to these projects.

Sir, So far as survey is concerned Banspani to Bimlagarh should be given priority.

Sir, I shall be failing in my duty if I don't draw the attention of the Hon'ble Minister to remind him the urgent need to introduce the Express train from Keonjhar to Howrah and Barbil to Vishakapatnam via Keonjhar and Bhubaneswar. I hope that the introduction of these new trains would be considered during the current financial year.

Sir, now the Kanasabdi Express train is running from Howrah and Barbil. This should be extended to Keonjhar for which I have been demanding time and again.

Lastly, I would like to draw the attention of the Hon'ble Minister to the poor passenger amenities in the Railway Stations in Orissa. Except a few most of the stations do not have such facilities. Greater emphasis should be laid to provide passenger amenity in all these stations. Also demand that platform for Barbil station should be raised during this year. I thank the Railway Minister for considering the genuine demands of Keonjhar.

Thank you for giving me the opportunity to speak.

[Translation]

SHRI RAJNARAYAN BUDHOLIA (Hamirpur, U.P.): Sir, I would like to thank you for giving me an opportunity to speak after waiting for a long period. Hon'ble Railway

Minister has presented the railway budget for the year 2008-2009, in regard to which I would like to say that the largest states of the country, Uttar Pradesh and Madhya Pradesh, which provide maximum revenue to the railways, have been neglected in this budget. Particularly Bundelkhand, the most backward area of the country has been neglected completely. Even after 60 years of independence not even a single new railway line has been sanctioned for my Parliamentary Constituency, Hamirpur. A number of surveys were carried out at many places but that place has always remained neglected. Many of my colleagues have said that there is a huge regional imbalance in the country. Maximum amount of funds earmarked in the rail budget is spent in one state only and that is Bihar. This is what people allege and it is true also. I have been demanding for the last four years that new railway line should be laid from Harpalpur to Hamirpur headquarters via Raath.

[English]

MR. CHAIRMAN: You can lay your speech on the Table of the House.

[Translation]

SHRI RAJNARAYAN BUDHOLIA: Sir, a new railway line should be laid from Mahoba to Urai via Sarila, Gohand and Raath. Similarly, there has been a demand for laying new railway line from Harpalpur to Kalpi via Raath, Gohand, Sarila and Chandot. But even after a lot of assurances from hon'ble Railway Minister, none of the works have ever been completed. I write to hon'ble Lalu Ji and Velu Ji replies to them but these are mere assurances. ... (Interruptions)

[English]

MR. CHAIRMAN: My hon. Friend, you can lay your speech on the Table of the House. Even if it is lengthy or even if it is a book, do not bother; you can bring it to the Table and it would form part of the record.

[Translation]

SHRI RAJNARAYAN BUDHOLIA: Sir, similarly, doubling and electrification of the Jhansi-Manikpur and Manikpur-Kanpur railway tracks should also be carried out. All the railway stations falling on the Hamirpur-Mahoba railway line in my constituency, are very small. There is no electricity, no shed for passengers, no drinking water

and even there is no water in the toilets there. The passengers there have to face a number of difficulties.

Sir, there are a lot of demands, if you allow me I would like to lay them on the Table of the House.

[English]

MR. CHAIRMAN: Even if it is very lengthy, you do not have to bother; it will form part of the record.

[Translation]

SHRI RAJNARAYAN BUDHOLIA: I have not yet exhausted the five minutes time given by you. Lalu ji has introduced Garib Rath all over the country. I would request him to extend it from Delhi to Banaras via Jhansi-Mahoba-Banda-Chitrakoot-Allahabad. In the supplementary demands for grants of the railways we had made a demand for running the Uttar Sampark Kranti five times in a week which was earlier running three days a week upto Manikpur. Hon'ble Minister had announced in the House that it would be run five days in a week but the same has not been implemented so far. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Now, Shrimati Satheedevi can speak. Nothing will go on record except what Shrimati Satheedevi says.

....*(Interruptions)*\*\*

[Translation]

\*I thank you for giving me an opportunity to present my views on the budget presented by the hon'ble Minister of Railways for the year 2008-09.

I would like to submit to the hon'ble Minister that even after 60 years of our independence, my Parliamentary Constituency Hamirpur (Uttar Pradesh) is deprived of railway facilities. Besides Rath, Sarila and Charkhari tehsils of my Parliamentary constituency, headquarter Hamirpur also lacks railway facilities. For the past four years, I have been demanding, through budget and correspondence, laying of new railway lines and other railway facilities but, unfortunately, no positive reply has been received from the hon'ble Minister though in his

budget speeches he always shows railway in profit. The railway has set a record by earning surplus cash of twenty five thousand crore rupees during the year 2007-08. However, argument of lack of funds is advanced in replies to the letters. Without saying anything more, I would like to make the following demands to the hon'ble Minister:—

1. Survey should be conducted for laying a new railway line from Hamirpur road to Vivar-Muskra, Rath (tehsil) Panvadi-Harpalpur via Headquarters Hamirpur (the railway station of which should be near Vikas Bhavan Hamirpur, Village-Kuchhechha). A new railway line should also be laid from Urrai to Mahoba via Rath, Charkhari and from Harpalpur to Kalpi via Rath, Gohand, Sarila and Chadaut.
2. Doubling and electrification of railway lines between Jhansi and Manikpur and Manikpur-Kanpur should be done.
3. Number of trains should be increased on Jhansi-Manikpur line in view of rise in population.
4. The Belatal, Kulpahad, Charkhari road, Mahoba, Kabrai, Baripura, Hamirpur road, Egohata, Bharua Sumerpur, Ragaul and Echauli stations of my parliamentary constituency Hamirpur-Mahoba should be upgraded and the basic amenities like adequate number of sheds to protect the passengers from rain and sun, potable water, waiting rooms, arrangement of electricity in case of load shedding and safety of bag and baggage of passengers etc. should be provided there even if one has to relax the rules for this purpose. Moreover, with a view to increase the number of passengers on these stations, publicity should be done amongst the people of adjacent areas and proper arrangements should be made for them to reach the railway station.
5. Railway overbridges should be constructed at Mauranipur level crossing, Jhansi-Manikpur railway line, Harpalpur crossing at railway crossing between Supa, Kidari and Mataudh-Banda, Rath crossing of Urrai headquarter at Jhansi-Kanpur railway line and at Rinia railway, level crossing. Till the construction of these bridges, these level crossings should be closed at the time of passage of trains for a few minutes using the latest communication technology to avoid unnecessary wastage of time.

\*\*Not recorded.

\*... This part of the speech was laid on the Table.

[Shri Rajnarayan Budholia]

6. The Garib Rath running between Lucknow and Raipur should definitely be provided a halt at Ragaul.
7. Touch screen facility should be made available at reservation centers in Jhansi, Lalitpur, Urrai, Banda and Mahoba.
8. Platform cover sheds extension work should be started at Jhansi, Banda, Urrai, Mahoba, Ragaul, Kabrai and Harpalpur stations.
9. Delux toilets should be provided in the circulating areas of Harpalpur, Mahoba, Ragaul, Banda and Urrai stations.
10. The platforms at Banda, Mahoba and Harpalpur stations should be converted into high level platforms.
11. The platforms at Mauranipur, Harpalpur, Mahoba, Kabrai, Ragaul, Sumerpur and Belatal should be extended.
12. Enquiry counter, public address system and other passenger amenities should be provided at Mahoba, Harpalpur, Kabrai and Ragaul stations.
13. The work on Mahoba-Khajuraho railway line upto 65 kms. was to be completed by 30th June, 2007 but it has not been completed till now. The hon'ble Minister in his budget speech has expressed the possibility of its early completion. Khajuraho-Delhi Link Express which is to be run three days a week should run daily. Besides, sufficient space for an extra train and for changing the engine should be provided at Khajuraho railway station. Trains like Shatabdi Express should be introduced from Delhi to Khajuraho and a new train should also be started from Banaras to Khajuraho.
14. The hon'ble Minister, in his budget speech, has mentioned about the electrification of Kanpur-Jhansi railway line. The electrification of Jhansi-Manikpur railway line, whose survey has been completed, should also be done immediately.
15. The proposed foot overbridge at Mahoba railway station to move from one platform to another should be constructed immediately.
16. For the development of Kabrai stone industry, arrangements should be made for loading and

unloading of retail and wholesale supply of stones from Kabrai railway, station through wagons. At present thousands of trucks loaded with stone are being run daily by road to which railway officials have not paid attention so far.

17. Proposed installation of UTS/PRS in Ragaul, Hamirpur and Harpalpur should be carried out immediately. Sale of general tickets at Raath reservation center should be made available three days in advance.
18. Gwalior-Allahabad-Howrah Chambal Express (2175-2176) which runs three days a week should be run daily in the interest of the people of Bundelkhand.
19. Even the big farmers in Bundelkhand region are on the verge of starvation due to the severe drought conditions prevailing in the region for the last four years. They have no means of alternate employment. A Railway factory should be set up in either Mahoba, Jhansi or Banda so that the unemployed farmers and youth of the region are able to get employment so as to put a check on their migration.
20. Meetings of DRUCC in Jhansi division should be held at an interval of 100 days and the Members should be issued free railway passes for traveling to railway stations that fall within their constituencies.
21. Uttar Pradesh Sampark Kranti, Chambal Express and Tulsi Express should be provided halts at Belatal and Kabrai railway stations.
22. Tulsi Express should be made a daily train so that people from Budelkhand find it easier to travel to another places and regional imbalance is removed.
23. The hon'ble Railway Minister had announced, while replying to the previous Demands for Supplementary Grants, that frequency of Uttar Pradesh Sampark Kranti would be increased from three day a week to five days in a week as demanded by me. But frequency of the train has not been increased as yet which is being resented by the people of the region. Hence, the frequency of the train should be increased with immediate effect and 23/24 coaches should be attached to the train with a large number of general coaches.

- 1161 *Statutory Resolution Re: Disapproval of Railways (Amendment) Ordinance Railways (Amendment) Bill, 2008 Railway Budget (2008-09)—General Discussion* PHALGUNA 20, 1929 (*Saka*) *Demands for Grants on Account (Railways), 2008-09* 1162 *Demands for Supplementary Grants (Railways), 2007-08 and Demands for Excess Grants (Railways), 2005-06*
24. Construction work of coach repairing factory of North-Central Railways, proposed to be set up in Jhansi on land earmarked for the purpose, should be started.
  25. The speed of trains passing through stations in the Jhansi-Banda division should be increased from 50 km. per hour to 100 km. per hour.
  26. Adequate number of General coaches should be attached to all passenger trains.
  27. Thousands of people travel on the roofs of trains from Jhansi to Chitrakoot Dham Karbi on the day of Amavasya every month. The railway administration has failed to make adequate arrangements for the passengers. The number of trains should be increased during the peak days and the said measures should be widely publicised.
  28. Twenty rupees per ticket cancellation charge is realized on cancellation of tickets reserved two to three months before the date of journey. It should be reduced to ten rupees.
  29. Before presentation of the Rail budget in the House, I had requested the hon'ble Railway Minister to start trains on the following routes which may kindly be started:-
    1. New Delhi to Puri via Jhansi-Banda-Manikpur.
    2. Gorakhpur to Chennai via Kanpur-Ragaul-Banda-Manikpur.
    3. Patna to Kota via Banda-Mahoba-Jhansi-Indore.
    4. Jabalpur to Jammu-Tawi via Manikpur-Banda-Kanpur-Aligarh-Delhi.
    5. Jabalpur to Ajmer via Manikpur-Banda-Mahoba-Jhansi-Mathura.
    6. Rewa to Lucknow via Banda-Ragaul-Kanpur.
    7. Ayodhya to Banda via Varanasi-Allahabad-Chitrakoot.
    8. Rewa to New Delhi via Banda-Mahoba-Jhansi.
    9. Ayodhya to Ujjain via Banda-Mahoba-Jhansi-Lalitpur.
  10. Allahab to Bhopal via Banda-Mahoba-Harpalpur-Jhansi-Lalitpur.
  11. Allahabad to Urai via Banda-Mahoba-Harpalpur-Jhansi.
  12. Satna to Farrukhabad via Manikpur-Banda-Ragaul-Sumerpur-Kanpur.
  13. Banda to Guna via Mahoba-Harpalpur-Jhansi-Shivpuri
  14. A direct train from Mahoba to Lucknow.
  15. A daily Garib Rath from Delhi to Varanasi via Jhansi-Mahoba-Banda-Chitrakoot-Allahabad.
- Sir, I regret to say that the hon'ble Railway Minister has not made provision to run trains on even a single any of the above mentioned routes. All the suggestions I have made are based on the interaction with the people of my constituency about the ways in which the railway services could be improved so as to benefit them. I hope that the hon'ble Railway Minister would implement these suggestions keeping in mind the broader public interest."
- (English)*
- \*SHRI RAYAPATI SAMBASIVA RAO (Guntur): At the outset, I would like to thank you for giving me an opportunity to participate in this debate. The Guntur Railway Division has been formed in the year 1998 to meet the needs of the passengers of my area under South Central Railway. The assurance to divert/extent some of the trains bound towards New Delhi and Chennai via Guntur/New Guntur has not been fully retrieved.
- Naturally, the new Guntur Railway division is encountering teething troubles (popularly called as BAALA ARISHTA).
- Lalooji should prop up the division to become a healthy and energetic adolescent (Koumara Dasa)
- The following problems and requirements deserve the attention of Lalu ji.
- (a) Doubling and electrification of track;
  - (b) Introduction of new trains and
  - (c) Diversion of some trains through Guntur/New Guntur railway stations.

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\*Speech was laid on the Table.

[Shri Rayapati Sambasiva Rao]

**(a) Doubling and Electrification of Guntur-Tenali Track**

Top priority should be accorded for doubling and electrification of Guntur-Tenali section. Presently, it is a single line with electric traction. My request is that the track should be doubled and then that particular track electrified. The Railway Board has surveyed doubling and electrification of Krishna Canal- Guntur-Tenali triangle (53Kms) at a cost of Rs 121.59 crores. The doubling and electrification of Krishna Canal-Guntur stretch has been completed. My plea is Guntur-Tenali stretch (25 kms) also should be doubled and that the newly laid section line also should be electrified. It will facilitate easy diversion of main line trains via Guntur/New Guntur. This single track is a bottleneck resulting in delaying of trains. Then Guntur will be placed on Chennai-New Delhi and Chennai-Howrah main tracks.

**(b) Nallapadu (Near Guntur)-Pagidipalli (Bibinagar)**

The Guntur-Secunderabad section is the principal artery in the new Guntur Division. The section connects the fertile and prosperous districts of Nellore, Prakasam, Guntur, Nalgonda, Ranga Reddy Districts to A.P.State's capital, Hyderabad. The line between Bibinagar and Secunderabad is a double track of electric traction. The remaining line between Guntur and Bibinagar requires urgent doubling and electrification which is the shortest route to reach State Capital. The line is supersaturated. The utilization is more than 120% of the capacity. There is heavy traffic on the line.

**Introduction of New Trains:**

- (a) Intercity between Guntur and Tirupathi during day time: Thousands of pilgrims visit Tirupathi daily. This train will enable them to reach Tirupathi, Kalahasti and Kanipakam without requiring sleeper facility as it is a day time train.

- (b) Intercity between Guntur and Chennai

Guntur is a very big commercial, educational and medical center. Many people visit Chennai very frequently. Hence, introduction of Intercity Express between Guntur-Chennai will help Gunturians to reach Chennai.

- (c) Regular train to Bangalore

There is heavy movement of people between Bangalore and Guntur. A large number of software professionals who work in Bangalore

hail from Guntur. Therefore, it is essential to introduce a train from Guntur-Bangalore so that the train reaches Bangalore before 5 am to enable the professionals to attend their offices in time.

- (d) Pinakini Express (2711/2712)

Gunturians desire to reach Chennai and stations enroute during day time. Pinakini Express(2711/ 2712) between Vijayawada-Chennai will serve the purpose if it is diverted via New Guntur Railway Station. This is a long promise of the railway administration to Gunturians.

3. The following Express trains should be diverted via Guntur/New Guntur stations.

- (i) Tamil Nadu (2621/2622);
- (ii) Kerala Express (2625/2626);
- (iii) Ernakulam-Patna (6359/6360);
- (iv) Vijayawada-ManmadExpress (7208/7207);
- (v) Navajeevan(Ahmedabad-Chennai-Ahmedabad) (2655/2656);
- (vi) Seshadri Express (7210/7209) (Kakinada-Bangalore)

**4. Extension of Devagiri Express (7058/7057)**

Devagiri Express which runs between Secunderabad-Mumbai may be extended to Guntur via Nalgonda and Nadikudi. It will be a boon to Gunturians to reach Mumbai directly. It will incidentally touch the pilgrim centres, Shirdi, Basara and tourist destinations via Aurangabad which Andhras visit in large numbers.

I conclude my speech with the hope the people of my Parliamentary Constituency would get justice by way of fulfillment of their genuine demands which have been pending for quite a long time.

SHRIMATI P. SATHEEDEVI (Badagara): Thank you, Sir.

The Railway Budget for 2008-09 is appreciated to the extent it has some positive features. It is well appreciated that there is reduction in the passenger fare, especially in the situation where general public is suffering a lot from the all round price rise of essential commodities.

The special considerations given to girl students and senior citizens, especially women are also highly appreciated.

Hon. Lalu Ji is always saying that Indian Railways is becoming more and more profitable. The share of that profit should be distributed to all States, especially to the States which contribute a lot by way of railway fare and freightage. The State of Kerala is contributing much towards the revenue of Indian Railways. Hence, towards the developmental works in the State of Kerala there should be more allotment of funds. I do really appreciate that there is some attempt towards this in this Budget. But that is not at all sufficient when compared to the genuine needs of developmental works in the State.

The platforms at railway stations of Thalassery, Vadagera and Koylandy are not fully provided with roofing which is causing much hardships to the passengers in rainy seasons. So, roofing facility should be given at these stations.

Sir, last year the Railway Ministry announced that it will start the survey work of three railway lines i.e. Thalassery-Mysore, Nanjanguad Nilambur and Thrissur-Kollankode. Even after one year the survey has not been completed. I request the Railway Ministry to complete the survey work immediately and start construction of these lines since the Malabar area is highly in need of this. In fact, from the period of our Hon. former Prime Minister Shri Lal Bahadur Shastri Ji, it was recognized by the Ministry but unfortunately the dream of the people is not yet materialized. Hence I request the hon. Minister to take immediate steps to complete the survey work of the Tellichery-Mysore, Nanjanguad-Nilambur and Kollangod-Thrissur and start the railway line immediately.

The survey work of Dindigul-Kumeli is reported as completed. Hence, the work has to start immediately as it will bring connectivity to the State and pilgrims to Sabarimalai from Chennai also will be benefited.

Sir, there is only one train from Kannur to Yeswanthapur that too a tri-weekly train to travel from the North Malabar area to Bangalore. This train is going only up to Yeswanthapur which is far away from the city of Bangalore. Hence, I request you to extend this train up to the city of Bangalore and increase the frequency of this train by making it a daily train. The number of daily passengers to the city of Bangalore and back to Kerala is increasing day-by-day. Large number of students

especially in the I.T. sector and merchants are traveling to and fro to Bangalore as Bangalore has become an I.T. city in the Southern part of the country. Hence it is highly necessary to make the Kannur-Yeswanthapur Express as a daily train and it may also be extended up to Bangalore.

Considering the huge increase in the daily commuters of North Malabar area an inter city express from Mangalore to Calicut should also be introduced. Super fast train from Chennai to Mangalore also should be made a daily train considering the increase in number of passengers.

The long pending issue of electrification of Shomur-Mangalore line should also be considered urgently.

A very small portion of the doubling work of the railway line between Calicut and Kannur is left which should be finished immediately. The number of women passengers in all parts of the country is at an increase as the women of the country are compelled to travel to their work places, to the educational institutions etc. Hence I request the Minister, since he has introduced the Budget as women-friendly, to make more attempts to provide safety to the women passengers. The compartments reserved for women are too small that too with less passenger capacity. Only one compartment is reserved for women in almost all the trains. This is creating lot of problems. Hence I request the Hon. Minister to reserve at least two coaches for women in all the passenger trains. With these words I conclude my speech.

*[Translation]*

SHRI HANSRAJ G. AHIR (Chandrapur): Mr. Chairman, Sir, I rise to speak on the Railway budget. I would like to thank the hon'ble Minister. I belong to Maharashtra and I would like to thank the hon'ble Minister for the concessions granted and the development work sanctioned with regard to my constituency. It has been my longstanding demand that a train should be run from my constituency to Mumbai. The hon. Minister has sanctioned a link train from Ballarshah to Mumbai. There was also a demand for a new line from the tribal region of Varsa to Aarumiri for which a survey was conducted earlier. The hon. Minister has made provision for this demand too in the budget. This is a tribal area rich in minerals. I would like to thank the hon'ble Minister for sanctioning a survey for a railway line from Ballarshah to Surjagarh and also draw his attention towards some works which are yet to be undertaken.

[Shri Hansraj G. Ahir]

Sir, I would like to tell the hon'ble Minister that he has sought fifty percent share from the state government for Versa-Aarmuri rail line but Maharashtra Government is not in a position to contribute that much. Versa-Aarmuri is a tribal district. That district can be connected by rail only if the Ministry of Railways makes 100 percent contribution on its part and provides for the amount in this budget. I do not think that Maharashtra government will be able to contribute its fifty percent share. I would like to tell the hon'ble Minister that in my area, a train Bhagyanagri runs between Hyderabad and Kagajnagar. South-Central railway and Central railway, both have sent proposals to extend this train upto Ballarshah but those proposals have not been approved yet. Similarly South-East-Central railway and Central railway both have sent a joint proposal to extend the train presently running between Gondia and Chanda Fort up to Ballarshah but both the above mentioned trains are not being extended because there is not pit line in Ballarshah. Please make a provision in the budget for pitline to be laid in Ballarshah.

Sir, earlier a train used to run from Ballarshah to Chandarpur and Ghugus but it was discontinued. Ghugus town has now become an industrial city. I request you to reintroduce the said train from Ballarshah to Ghugus. The railway line is still there and only goods trains are run on that line. Similarly rail line is already laid from Rajdura to Gadchandur via Ballarshah and I request you to introduce a passenger train on this route also.

Sir, I would like to tell the hon. Minister that my constituency is a tribal dominated area. You have sought fifty percent share from Maharashtra Government but the state government is not in a very good financial state. Rail over bridges and road over bridges are to be constructed in this area and kindly do not ask Maharashtra Government to give its fifty percent share because the state government would not give that and in that case all the overbridges will never be constructed. For Ghugus city in my constituency, please provide at least one. ...  
(Interruptions)

[English]

MR. CHAIRMAN: My dear friend, you may lay your speech on the Table of the House so that much time of the House can be saved. Precious time of the House can be saved if you lay it on the Table. You know that lakhs of rupees are being spent for holding the Parliament Session. If you could lay it on the Table, you will be

doing great service to the nation. Every minute involves thousands of rupees of expenditure. If you lay it on the Table, that will go to the national exchequer.

[Translation]

SHRI HANSRAJ G. AHIR: Sir, there has been a demand for Babupeth overbridge near which a big city is located and the state government has been evasive in giving funds for this purpose. Hence, I would like to request the hon'ble Minister to provide full amount of funds for the overbridge. I would like to draw the attention of the hon. Minister towards some issues. Some works are unfinished and they need the hon'ble Minister's intervention. You have already done a great favour to me in the budget. I demand a shuttle train from Ballarshah to Nagpur, Chandrapur for which the GM has already sent a proposal to the Ministry of Railways. My demand is that the train running between Yashwantpur and Bilaspur should be extended further upto Howrah and this train should be run daily. There is a line which connects South and North and reduces the distance. Hon'ble Minister has made a provision for Nainpur and Jabalpur this time.

But it has been pending for long. Had more funds been provided for it, the work of Nainpur-Jabalpur line would have been completed. Varanasi and Balia bound trains from South presently ply via Nagpur. If these trains run via Chandrapur, my constituency, the distance will be reduced by 300 kilometers. I request him to provide more funds for it and get the work completed soon.

Sickle cell is a disease. The railways have provided concession for the patients suffering from many diseases like Anaemia, Cancer or Thalesemia. Similarly, I request the hon'ble Minister to provide concession for the patients suffering from sickle cell. ... (Interruptions) The students are facing a serious problem. Now-a-days the students travel to distant cities for studies. During holidays for any festival, they do not get reservation in the trains. As a result the students are not able to reach their homes. Hence the students should be given priority in reservation on the occasion of Dipawali or other festivals. I would also like to draw the attention of the hon'ble Minister of Railways towards this. ... (interruptions)

[English]

MR. CHAIRMAN: Shri Hansraj Ahir, all these points can be written in a paper and laid on the Table of the House. Why do you take the time of the House for speaking about reservation?

[Translation]

SHRI HANSRAJ G. AHIR: I would like to thank the hon'ble Minister for sanctioning several projects for my constituency but I request him to complete the rest of the works.

[English]

MR. CHAIRMAN: Those hon'ble Members who have written speeches can read out one or two sentences and then lay their speeches on the Table of the House. That will be a greatest service to the nation because if you take the time of the House it involves huge expenditure.

[Translation]

SHRI BALASAHEB VIKHE PATIL (Kopergaon): Mr. Chairman, Sir, I am thankful to you for giving me time to speak. ...*(Interruptions)* I would like to thank the Minister of Railways, hon'ble Shri Lalaji for presenting a surplus ...*(Interruptions)*. He has not increased the fare of any class, rather has made all the people feel happy. ...*(Interruptions)* I would like to remind the Minister of Railways, Sh. Lalu ji that during his Shirdi visit he had provided for Puntamba-Shirdi rail line and now a world class station is going to be constructed. He had ordered the officers to carry out the survey of Aurangabad-Rotegaon and Puntamba railway line. The traffic on Manmad-Daund railway line is increasing. The doubling of that railway line is going on since the 8th plan. He had asked the survey or to start the work and ordered for electrification of the railway line.

The second thing is that the survey of Mumbai-Kalyan via Ahmednagar rail line has been completed and this line is profitable. This line will be better used as freight corridor in view of industrialization taking place there.

There are industries on both the sides of Manmad-Daund rail line. Manmad Daund railway line was included in the 8th and 9th Plan but no action was taken till date. The electrification work of this line is also lying pending. When you visited Shirdi you had instructed the C.G.M., and G.M. for the said work who were also present there. I would like to request that kindly fulfill the promises made by you. There are several level crossings which are unregistered, unmanned and where security arrangements are needed to be done due to which five to ten people are killed in accidents daily. I would request you to get a survey carried out for overbridges on that

route, though I have with me the names of all the ten overbridges. After construction of these overbridges the traffic at Kopergaon, Sehrampur, Rahuri, Shrigandha and Ahmednagar will be smooth and the locals will be benefited.

You have got a primary survey done. The survey of Nasik-Pune, Ahmednagar-Kalyan, Ahmednagar-Pune was referred to in the budget. But I would request you to give preference to Daund-Sholapur-Gulbarga rail line which has already been sanctioned but the work has not been finished during the seven years period due to shortage of funds.

I would not like to say much. You have already started three lines for Nasik-Mumbai but the traffic will not run smooth without the fourth line. Igatpuri and Nasik have already been covered. The third line is being started in Manmad. I want that there should be four lines. ...*(Interruptions)*

SHRI LALU PRASAD: People belonging to Bihar are being thrashed there. ...*(Interruptions)*

SHRI BALASAHEB VIKHE PATIL: Neither the people of Nasik nor the people of Jagtpuri attacked them. Even the people of Mumbai would not attack them, you don't worry. The attackers have fled away from there. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Balasaheb Vikhe Patil, you address the Chair. You know it better than I know.

[Translation]

SHRI BALASAHEB VIKHE PATIL: It would be better if there are four lines on the route.

In the end, I would like to request you to introduce a 'Shahi Rath' or 'Shahi Express' from Delhi to Shirdi for the poor. Provide a 'Shahi Rath' or 'Shahi Express' for Shirdi as you have provided a Commonwealth train for Commonwealth games from Delhi to Pune. I would like to remind you whenever you go to Shirdi you always offer something.

In the end, I would like to request you to fulfill your assurances given till date. I am concluding my speech before time. Thanks.



[English]

MR. CHAIRMAN: Thank you. You have done it properly.

...(Interruptions)

MR. CHAIRMAN: Now, Shri Ramdas Athawale to speak. Please be brief and to the point. You have got five minutes.

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Mr. Chairman, Sir, Laluji's budget is a very revolutionary budget. It is a budget with an amount of 25000 crore rupees as profit in a year. Other people have been Ministers of Railways for several years but the railways never earned profit and always remained in loss. But, Laluji has done a miracle and made the railways earn a profit of 64000 crore rupees in four years. I just want to say that

Lalu Ki Profit Me Chal Rahi Hai Rail,  
Unhone Kar Diya Hai NDA Ko Fail,  
Isliye UPA Ka Bahut Hi Acchi Tarah Chal Raha Hai  
Khel,  
Kyonki Laluji Ki Tej Chal Rahi Hai rail.

Laluji is a good human being. People have different perceptions about Laluji. We are fortunate to have an intelligent Minister of Railways like Laluji. He is a bold Railway Minister. Mr. Prime Minister is also bold. Soniaji is also bold. Sharad Pawarji is bold and I am also bold. All of us are working boldly. Laluji's budget is a common man's budget. He has introduced AC Garib Rath trains for the poor. There has been no increase in passenger fares and freight. The fare for AC Class-I and Class-II has been reduced. He has assured the unemployed people that they would be given the job of selling tickets. Food and beddings are to be provided in all the mail express trains. Lucknow Shatabdi Express will run at the speed of 150 km per hour. We also want that a similar train should be introduced from Mumbai to Patna because there have been a lot of disturbances in Mumbai. I invite all the people of Bihar and Lucknow to come to Mumbai as Mumbai is yours. All of you should come to Mumbai at the earliest and live there. This is not the right time to refer to this issue but despite that you have tried to give a lot to Mumbai. Mumbai and Patna need to be brought closer. Therefore, you need to give more to

Mumbai. There is a narrow gauge workshop at Kulwadi in my constituency for which I had also a meeting with you in regard to gauge conversion. The people there have also been demanding it.

You need to take a decision on gauge-conversion of Kurduwadi narrow-gauge workshop. 200 to 300 acres of land is also available there. There is a long standing public demand for making Chandrabhaga Express a daily train plying between Pandharpur and Mumbai three days a week, at present. Likewise, Shatabdi trains need to be introduced from Mumbai to Akola, Kolhapur and Chankauli. A passenger train is also required on Sholapur-Pune route. There is a need to increase the number of general coaches in every train and I demand that every train should have 7 to 8 general coaches because the people buy tickets for these coaches but they do not get seats there. The engines powered by electricity or diesel can carry 25 to 35 coaches. Therefore, the maximum number of coaches should be attached to the trains. This train of UPA is also going to run for five years. Few people have tried to delink one or two coaches but Lalu Prasadji is sitting close to the hon'ble Prime Minister. Shri Manmohan Singh ji is not alone, therefore, this train is running smoothly. The survey of Pandharpur-Rodangir line has been completed and funds are needed for it. You have also to approve the new Mumbai-Kalyan-Ahmednagar line. Funds need to be provided for Nagar-Beed-Parli. Latur Mela is in my constituency and the work has been completed upto Osmanabad and Kurduwadi to Pandharpur and the work upto Kurduwadi is to be completed. Now only the work from Kurduwadi to Meeraj is left and your cooperation is required for it. I sincerely thank you as you have worked hard for improving the railways. Let me recite one of my poems:

Rail Ka Mukabla Koi Nahi Kar Sakta,  
Lalu Ji Ka Glamour Koi Bhi Pa Nahi Sakta,  
Lalu Ka Mukabla Koi Nahi Kar Sakta,  
Lalu Ji Ki Tarah Koi Chal Nahi Sakta.

[English]

MR. CHAIRMAN: My Dear friend, please conclude. Nobody can compete with Laluji.

[Translation]

SHRI RAMDAS ATHAWALE: None can compete with the railways, nobody can have the glamour of Laluji. Laluji shall stay but in the Ministry of Railways for the whole tenure of five years.

[English]

MR. CHAIRMAN: From the very beginning you are congratulating Laluji. Let him be lucky enough to become the Prime Minister and then you can congratulate him more. Please conclude now.

[Translation]

SHRI RAMDAS ATHAWALE: I am referring to important issues with regard to the railway budget. When I rise to speak, you start speaking but I respect you. I am concluding. Railways is a vast subject and there is a need to allot more time for the railways. Hence, I congratulate Laluji and support this budget. Laluji, you run the railways smoothly. If we form the next government, Laluji will be the Minister of Railways. He will enable the railways to earn a profit of Rs. 100-150 thousand crore in the next five years. The railways will run smoothly. We will go from Mumbai to Trivandrum and Kochin by train. I am thankful to Laluji.

DR. VALLABHBHAI KATHIRIA (Rajkot): Sir, first of all I would like to thank Shri Lalji for having brought railways on the track of profit and for having effected good improvements in its functioning. But, being in the opposition, I would like to tell Lalji, that time and tide wait for none. People expect the work of 20 years to be accomplished in just two years.

Therefore, my submission is why not introduce a public issue, whereby, Rs. 50,000 to Rs. one lakh crore can be mobilized. This amount can help in completion of 276 pending rail projects, out of which 93 relate to laying of new lines, 125 to doubling of tracks and 55 to gauge conversion. If a time bound programme is implemented for completion of these projects, say, in 5 or 10 years, it would help the people immensely.

I hail from Saurashtra region of Gujarat. Saurashtra is like North East of Western India. It has a coastline and touches Pakistan. Its coastline is 1600 kms. long. Several ports are being developed on this coastline. If all these ports are provided rail connectivity, it will generate adequate revenue for the railways. When Naviakhi port was provided rail connectivity four years ago the entire expenditure incurred thereon was recovered within eight months. Therefore, if all the ports are provided rail connectivity, the railway shall earn enough revenue from it.

Mr. Chairman, Sir, you will be surprised to know that our rail network has shrunk since our independence. There were more than 200 princely states in Saurashtra. Entire rail network comprised of narrow gauge. But after independence our total railway network has shrunk by 386 kms. Therefore, wherever feasible, it should be converted into broad gauge. If the railway line is doubled, from Rajkot to Surendra Nagar, Viram Gaon entire Saurashtra will be benefited. People from Rajkot come to east India via Surendra Nagar and Viram Gaon. This project is still pending. The Railway Board took a decision in this regard six months ago, therefore, the work on this should be started immediately. If 100 kms. stretch of this track is doubled in the first phase, it will generate enough revenue.

Now, I would like to say something about the new railway lines in my constituency. My constituency can be directly connected to Mumbai. Since the proposal has been received, so I would not go into it. I would mention one more policy decision. Rajkot is Saurashtra's center, which has a coastline. Along the 200 km long coastline Okha and Dwarka are located on one side whereas, Somnath is located on another triangle 200 km stretch from Rajkot to Somnath, was converted into broad gauge line five years ago, but not a single new train has been provided on this route. All the long distance trains such as those from Haridwar to Okha, Mothihari to Porbandar, Guwahati to Okha, Banaras to Okha, Delhi to Okha are left with only half of the bogies with passenger and half of the bogies remain empty on arrival to their destinations. Eight bogies of a particular train are detached here only to be attached the next day. My submission is that if these eight bogies are attached to an extra engine and taken upto Somnath, a famous pilgrim center, it will benefit the devotees visiting Somnath. If the detached bogies of these weekly trains are directed to Somnath, seven new trains at low expenses will be available to the passengers round the week upto Somnath, Junagarh, Jaitpur. Therefore, I urge the Government to ponder over it positively. Adding more bogies may no doubt, be a safety concern, but the bogies will be put to use and facilities will be available to the people.

He has announced Garib Rath, but he has not announced any such train for Somnath Dham, Dwarka Dham or for Gujarat. I demand for a Garib Rath from Delhi to Somnath, no matter if it is a weekly one. Similarly, if Delhi-Ahmedabad Sampark Kranti is extended upto Somnath, it would cover enough area of Saurashtra.

[Dr. Vallabhbhai Kathiria]

Secondly, Loco Wagon Factory has been announced to be set up in Kerala. Saurashtra produces more than 150 spare parts, right from wagon, tracks to other locomotive parts. If a railway wagon or a locomotive factory is set up in Gujarat it will not only benefit the railways but even industries over there will also flourish. I have been demanding for long a locomotive or a wagon factory in Gujarat.

Gujarat faces shortage of wagons during the onion or salt season and during that period, railways say that wagons will be available after a month. Onions get perished after a month. If a bribe of Rs. 10,000 is paid, wagon is made available in three days. Therefore, my submission is that extra wagons may be provided during onion or salt season. Some trains have 12, some 16 and yet others have 18 coaches. If all the trains have 24 coaches, there will be no need to run more trains.

Bhavnagar and Rajkot Divisions are next to Ahmedabad Division. The rail length under Rajkot division has shrunk. Both the divisions have 1900 km. rail length and out of it, 1200 km length is with Bhavnagar division and only 600 km. length is left with Rajkot. If one goes through the rail map, one would feel that linking Somnath and Porbander with Rajkot division would prove to be feasible from administrative point of view. Therefore, my submission is that the problem of this division may be solved.

In today's era of telecommunication, people still pull the chain to stop the train. I urge that latest communication facilities should be provided now.

[English]

MR. CHAIRMAN: The time is over, you donot cooperate. Please conclude.

[Translation]

DR. VALLABHBHAI KATHIRIA: I have to make two pending demands. There is no train from Pune to Saurashtra, Rajkot, Porbander and Junagarh. More than 10 thousand students study in Pune. It will be convenient for the people if Ahinsa Express, a weekly train upto Ahmedabad, is extended upto Rajkot.

Similarly, Chennai-Ahmedabad Navjeevan Express, which halts for 12 hours at Ahmedabad should be extended upto Somnath. In fact, I demand that Navjeevan and Ahinsa Express should be extended.

Finally, I would conclude after making one more point. Railways have provided free rail passes to the girl students. It is good, but it is a reverse discrimination. Male students from a Pune college came to me and complained that girl students have been provided free rail passes and why not male students? We also travel by train. Today we need gender equality and not discrimination. It will be in the fitness of things if similar facility is provided to male students also. Hon. Lalu ji if you provide more facilities to Gujarat, railways will earn more revenue from there. With these words I conclude.

[English]

MR. CHAIRMAN: The Members who are on the Panel of Chairmen are not readily available now. I will have to get some relief for five or ten minutes. With the permission of the House, I would request Shri C.K. Chandrappan to occupy the Chair for some time. I hope the House agrees with me.

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: Now Shrimati Pratibha Singh may speak.

21.00 hrs.

[SHRI C.K. CHANDRAPPAN *in the Chair*]

[Translation]

SHRIMATI PRATIBHA SINGH (Mandi): Sir, I would like to congratulate the hon. Railway Minister for presenting the Rail budget for 2008-2009. He has tried to please people of all categories in the country and this budget has been welcomed by the entire country. The hon. Minister has nourished the railway department and has brought about financial reforms in it. He has successfully experimented new techniques to bring modernization and reforms in the railway system, for which hon. Minister and the department both deserve to be congratulated.

In the budget, fares have been reduced by 2 to 7 percent and a provision has been made for issuing free passes to girl students and halved the fare for senior citizens. I welcome it. Similarly, the announcement made regarding recruitment of five percent women as constables and ten percent as Sub-Inspectors, is also praiseworthy. The decision to recruit licenced porters as Gangmen and on other group D posts is also a timely and praiseworthy

decision. This will benefit the people of this category and also do justice to them.

Hon. Railway Minister has also announced the laying of new railway lines. After independence, there has been a lot expansion of railways in the country. Today, the rail network of India is the biggest rail network in the world but there has not been a balanced expansion of railways in the country. For example, the North Eastern states and hilly states like Himachal Pradesh have been ignored in this regard.

As on date, all the railway lines in Himachal Pradesh, be it Kalka-Shimla railway line or Kangra Valley railway line are all small railway lines which were laid during the British era. After independence, only one railway line is being laid and that is Nagal-Talwada railway line. Foundation of this railway line was laid by the then hon. Railway Minister Late Shri Lalit narayan Mishra ji decades ago but till date it has not been completed. The work is moving at a snail's pace. The reason behind this is that the Railway Ministry has neither given any priority to this line nor has made provision for enough funds. On our insistence the hon. Prime Minister had announced that this would be completed in two years time. That announcement has not been implemented so far. If the work continues at the present pace, then it will take another decade to finish the work. It is requested that sufficient funds may be provided so that the work on this line can be completed soon.

We are happy to learn that after much persuasion by the Congress Government of our state and all the hon. Members of the state, hon. Railway Minister has announced laying of another new railway line from Bhanupalli to Bilaspur-Bairi. I would like to thank the hon. Prime Minister and hon. Railway Minister for this. This was a long-standing demand. It is really good that the demand has been met now. The Congress Government of Himachal Pradesh has agreed to contribute 25 percent funds for laying of this railway line. Now the people of the state want that the work should be expedited on this line and it be completed soon so that the people and the industries set up in this area can benefit from it.

In Himachal Pradesh there is a need for laying a new railway line which is small in length yet very important and this is Baddi-Chandigarh railway line. With this, the entire industrial area of Baddi, Barautiwala and Nalagarh will get connected to the broad gauge and this will benefit all the people of the region as well as the industries.

This has been discussed a lot and this time we were expecting an announcement in this regard but we are disappointed. It is my humble request that this line may kindly be laid on priority basis.

Similarly, there is another long-standing demand of laying Jagadhari-Ponta Sahib railway line, which can be extended upto Dehradun. Our first Chief Minister, Dr. Yashwant Singh Parmar ji had raised this issue for the first time but it is still pending. Attention should be paid towards this and a survey should be conducted. This railway line will link Haryana-Himachal Pradesh and Uttarakhand.

With these words, I strongly support the Railway Budget presented by the hon. Railway Minister in this august House.

*(English)*

MR. CHAIRMAN: Now, Dr. K.S. Manoj.

DR. K.S. MANOJ (Alleppey): Sir, with your permission, may I speak from this seat?

MR. CHAIRMAN: Please.

DR. K.S. MANOJ: Thank you, Sir.

I am thankful to you for giving me this opportunity to speak on the Rail Budget for the year 2008-09. While congratulating the hon. Railway Minister, Shri Lalaji and his colleagues Shri Shri R. Veluji and Shri Naranbhai Rathwaji, for making the Indian Railways into a profitable organization, paying dividend consecutive for two-three years without increasing passenger and freight charges, I would like to place on record my deep concern and protest against the move to privatize various profitable avenues of the Indian Railways.

My colleagues from Kerala have pointed out various requirements of my State. I do not want to go into those details. But I would like to reiterate the requirement of West-Coast Zone, which is a pertinent requirement of Kerala. In the coastal reach of railway line from Emakulam to Kayankulam, the percentage of line utilization is more than 135, but the doubling process has not yet been completed. The doubling of line from Kayankulam to Ambalapuzha was announced in the last Railway Budget, But it is only Ambalapuzha reach, which is sanctioned. From Ambalapuzha to Ernakulam or Ernakulam to

[Dr. K.S. Manoj]

Ambalapuzha, the doubling process is not yet announced. We were expecting a declaration in the present Budget, but it was not there. Therefore, I would like to request the hon. Railway Minister to kindly consider the doubling of Ambalapuzha to Ernakulam railway line.

Sir, in the last Budget, there was a declaration that a joint venture company would be established with the Steel Industries Limited Kerala, Autocast Kerala at Chertala and the Indian Railways, but the process is moving in a very slow pace. Even the MoU has not been signed. RITES had done a study and submitted a Report; and the Government of Kerala has also made all the things available. Therefore, I would request the hon. Railway Minister that the formation and establishment of this joint venture company should be expedited. It should be formed without any delay.

Sir, the hon. Railway Minister had announced, as a part of safety measures, that a number of unmanned level crossings would be manned in the current Budget. In the section of Ernakulam-Trivandrum line, there are a number of unmanned level crossings. In the Budget, about the Trivandrum Division, there is a provision to man only nine unmanned level crossings. Similarly, there is a provision of inter-locking of around 15 level-crossings. My request is that this should be enhanced. All the unmanned level-crossings should be manned. Since, it is a very densely populated area, more number of unmanned level-crossings are there; and a good number of accidents occur there. Therefore, I would request the hon. Railway Minister that the number of unmanned level-crossings included in the current Budget should be enhanced.

Sir, there is a workshop for main line Multiple Electrical Units (MENU) and in the last Budget, there was also a declaration that electrical multiple unit established at Kollam. In Kerala, actually more number of short-distance trains are required. If the work at Kollam is completed, MEMU can be started as it would be of great benefit to the daily commuters.

21.09 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Sir, in Alleppey, which is my Constituency, the medical college hospital was in the town, but now it is shifted around 20 kilometre from the town. One medical college institution is there; one nursing college is there; a newly established bio institution is there; and one paramedical institution is also coming up there. Therefore, if a

non-block station is allowed at Vandanam, which is near the medical college hospital, it would be of great benefit to the patients and bystanders, who are coming there as also to the students and staff working in the medical college.

Recently, even though the process of doubling is not yet announced, the Railway authorities asked the residents residing near the railway line to cut down all the coconut trees and other yielding trees without giving any compensation. This has created a havoc among the people. Within 30 metres from the railway line, the coconut trees are there before the laying down of the railway line. But still, the authorities of the Southern Railway, Trivandrum Division have asked the people to remove all the coconut trees and other yielding plants and they were not given any compensation. This should be enquired properly and proper compensation should be given to them.

Sir, I have two or three more points to make. I am very grateful to the hon. Minister that the frequency of the Rajdhani Express running between Nizamuddin and Trivandrum is increased from twice a week to thrice a week. But, unfortunately, it has no stop at Alleppey. Sir, Alleppey is a very prominent place, a world-famous tourism destination. It is known as the Venice of the East and also known as the Paradise of the God's own country. The boat race of Alleppey is world famous and many tourists, both domestic as well as foreign tourists are coming to Allappuzha. The backwaters and sandy beaches and canals of Alleppey are very famous. Unfortunately, there is no stoppage of the Rajdhani Express at this station. When the frequency of the Rajdhani Express is increased, I would urge upon the hon. Minister that at least a two-minute stop should be there for this Rajdhani Express at Allappuzha.

Sir, the Nizamuddin-Ernakulam Mangala Lakshadweep Express is there. If that train is extended up to Trivandrum, it will be very beneficial for those non-Keralites who are residing at Delhi.

MR. CHAIRMAN: Please conclude now.

DR. K.S. MANOJ: Yes, Sir. I am concluding. I am on my last point.

The Inter-City Express running between Ernakulam and Trivandrum is very helpful for the daily commuters. But the number of coaches in that train is very limited.

Some 14 or 16 coaches are there. If the number of coaches in that train is enhanced to 23 or 24 coaches, it would be convenient. During the morning hours, heavy rush is there and so many accidents have occurred. I would request the hon. Minister to enhance the number of coaches in that Inter City Express from Ernakulam to Trivandrum. Moreover, there is no train in this route in the night, that is after 6 p.m. and till midnight. There are no trains from Ernakulam to Alleppey side in this time. In order to solve the problem, I have a suggestion. One train from Shoranur which terminates at Ernakulam may be extended to Alleppey. Then there will be a train after 6 O'clock in the evening. Or, one train which is running from Kottayam to Ernakulam which is also terminated at Ernakulam may be extended to Alleppey. If either of these trains is extended to Allappuzha, there will be one train available after 6 o'clock to the daily commuters.

MR. CHAIRMAN: Please conclude now.

DR. K.S. MANOJ: I am concluding. I once again thank the hon. Minister for meeting majority of our requirements from Alleppey and from Kerala. He has especially announced a coach factory for Kerala. This process should be expedited and before the next Budget it should come up. Actually, our Chief Minister has already expressed his gratitude and offered his congratulations. We want that before the next Budget hon. Lalaji should come there and should lay the foundation stone of the new coach factory.

I conclude now.

\*SHRIMATI SUSMITA BAURI (Vishnupur): Expressing my deep gratitude to the Hon'ble Deputy Speaker Lok Sabha and my tendering sincere vote of Confidence to the Hon'ble Railway Minister Lalu Prasad Yadav, I commence my valuable speech.

Railway Budget 2008-2009 has created a mixed impact upon the Industrialist and general public at large. On the face of the budget it appears that the Hon'ble Minister has been able to meet the general demands of the public at large and to win the hearts of people belonging to different social strata by endowing various benefits upon aged persons and also upon the younger generation.

On the other hand, the Hon'ble Minister has totally overlooked the aspect of the needs of individual states

specifically the state of West Bengal. Being a elected member of the Parliament from the State of West Bengal. I personally feel that the Hon'ble Minister should have given due consideration to the development of Communication system in the economically backward section of the state of West-Bengal is still remaining unfulfilled. Apparently the Railway Budget appears to be welcoming one, however an in-depth study into the Railway Budget reveals various lacunas and defects the economy growth and Tourism industry of West-Bengal has totally been overlooked by the Hon'ble Minister.

The state of west-Bengal at large and specifically the dreams of the people of Bankura district have totally been overlooked.

1. The Long cherish desire of the economically week residents of Ranibandh and Ranipur are to lay down railway line running through their areas is still in dark. The Proposal to develop railway communication live from Tharagram to Purulia via Ranibandh and Bankura have not yet been given a final shape inspite of repeated demands.
2. The Proposal to renovate the railway station at Peerdoba and to make the station a regular stoppage for express train specially ruasi Bangla and Purulia Exp. have not been taken into consideration.
3. Bankura Stataion to be included in the list of stoppages of New Delhi- Bhubaneswar Raj.
4. The Extension of Railway line already existing between Raniganj to Mejia, to be extended upto Bankura to develop interterritorial trade and Commerce.
5. The work of laying railway between Bankura to Munkutmanipur to be expedited.
6. The Project at railway line from Vishnupur to Tarekeswar within a short period of time.
7. Last but not the list the Hon'ble Minister should make endeavor to arrange more fund for the development of Communication system of west-Bengal.

Expressing my deep gratitude to the learned Deputy Speaker Lok Sabha and by expressing my sincerest thanks to the Hon'ble Railway Minister Mr. Lalu Prasad

[Smt. Susmita Bauri]

Yadav and by keeping faith in the progressive of the Railway Minister, I would like to put an end to my speech.

[Translation]

\*SHRI SANTOSH GANGWAR (Bareilly): Hon. Railway Minister, Sir, I would like to demand quick redressal of grievances and appropriate action to be taken with regard to some major problems related to my constituency.

The Mechanical Workshop, N.E. Railway, Izatnagar, Bareilly is on the verge of closure for want of work. Earlier there were more than 1000 employees working here but their number is decreasing continuously. Whereas the railways considered this as the best place for setting up a coach factory but a decision could not be taken due to political reasons. Therefore, it is requested that attention should be paid towards this and a factory should be announced for this place. Similarly, gauge conversion of railway line between Izatnagar workshop and Bareilly Junction should be carried out immediately.

In the past (during summer) a Shatabdi train was introduced on Delhi-Moradabad-Bareilly-Lucknow route which was accepted very well. The said train has now been discontinued. It is requested that this train may kindly be reinstated at the earliest.

A number of trains are running between Lucknow and Moradabad via Chanheta-Chandausi-Moradabad. All these trains which do not come to Bareilly, should be given a halt at Chanheta railway station and it should be developed as Bareilly Cantt. This is a long-standing demand.

Doubling of the Delhi-Moradabad railway line should be done on priority basis and completed in a fixed time frame.

The proposed gauge conversion of Kathgodam-Lalkuan-Bahedi-Kosi-Mathura route should be completed in a fixed time frame on priority basis.

The gauge conversion of Bareilly-Pilibhit-Mailani-Lakhimpur-Lucknow railway line should be started and completed soon keeping in view the need for the same. Keeping in mind the need for construction of a Rail Over Bridge at Izatnagar, Heartsman, Katghar (cremation ground) railway crossing in Bareilly, it should be constructed on priority basis.

Bareilly-Shyamganj railway station is not being used and there is a lot of encroachment on the vacant land there. This is situated in the middle of the city. The encroachment on this land should be removed immediately and commercial complex constructed at this place.

Bareilly is a big city, therefore, keeping the population of the city in mind, a booking agency should be opened in the middle of the city.

Tin sheds should be constructed on platform numbers 2 and 4 at Bareilly Junction. The absence of tin sheds here causes a lot of inconvenience to the passengers.

I am enclosing certain other demand received by me from my constituency.

Doubling of Delhi-Moradabad railway line should be completed on priority basis and within a fixed time limit.

The proposed gauge conversion of Kathgodam-Lalkuan-Bahedi-Kosi-Mathura route should be completed in a fixed time limit on priority basis.

Keeping in view the necessity, the gauge conversion of Bareilly-Pilibhit-Mailani-Lakhimpur railway line should be done immediately.

The construction of ROB (Rail Over bridge) at Ijhat Nagar, Heartman, Katghar (cremation ground) railway crossing in metropolitan city Bareilly should be done on priority basis.

Bareilly Shyamganj railway station is not being utilized properly. Vacant land there has been encroached upon. It is located in the middle of the city. Encroachments should be removed immediately and a commercial complex be constructed there.

Bareilly is a metropolitan city. In view of its population, a city booking agency should be opened in the center of the city. Platform Nos.2 and 4 of Bareilly junction should be covered with a shed. Passengers are facing problems in the absence of tin sheds.

Now I am presenting the demands received from my parliamentary constituency:-

1. A broadgauge train should be introduced from Bareilly to Kanpur via Lucknow. Till now the train is running on a metergauge line via Kasganj. It takes a long route, much time and charges higher fare.

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\*Speech was laid on the Table.

2. Due to gauge conversion, all the meter gauge trains are going upto Mathura only. At present, there is no meter gauge train for Agra. Therefore, the frequency of the passenger train between Bareilly and Agra via Chandausi on broad gauge should be increased. In addition to it, an express train upto Agra via Chandausi should also be made available.
3. Intercity Express should run in the morning between Bareilly and Lucknow. At present, passengers have to travel in sleeper class due to unavailability of seats in the morning in Punjab Duplicate or Kisan Express. Often TTE charges money from the passengers illegally.
4. The train No.3289 which runs from Rajendra Nagar (after Patna) to Jammu Tawi does not have any stoppage at Bareilly. After Lucknow it stops only at Moradabad. This train should be provided stoppage at Bareilly also and its frequency should also be increased so that people of Bareilly could get a train upto Jammu to visit Vaishno Devi.
5. Lucknow-Jammu Tawi superfast express should be introduced from Parliamentary constituency of hon. Shri Atal Bihari ji. At present passengers are facing a lot of inconvenience as the trains going upto Jammu Tawi via Lucknow often runs late by many hours. There is no train for Jammu Tawi which starts from Lucknow.
6. Passengers have to stay awake for the whole night for the Nauchandi Express, the only train available from Bareilly to Meerut. As Bareilly is an important business place, therefore, an express train either from Bareilly or from Lucknow should be introduced for Meerut in the morning.
7. Jan Shatabdi Express and a superfast train should be introduced from Delhi to Lucknow via Bareilly so that the people of Bareilly could reach these places in short time paying less fare.
8. The days of train No.4115 Allahabad Haridwar Express should be increased and it should run daily to provide more facilities to the passengers.
9. A survey should be conducted for a new route to connect Bareilly to Kanpur. At present, the gauge conversion between Kanpur and

Farrukhabad is going on speedily. On the other hand, a broadgauge line is already existing from Bareilly to Meeranpur Katra. If after conducting a survey, Meeranpur Katra is connected to Farukhabad (approx. 75 kms.) through broad gauge in near future. It will earn large revenue for railways through trade and travel as it will connect the largest Mandi of Uttar Pradesh, Kanpur to Bareilly.

If Railway Department says that there is shortage of coaches, it would be worth mentioning here that Triveni Express remains stationed at Bareilly for 20 hours, Lucknow-Chandigarh Express for 14 hours and Pushkar Express remains stationed for about 10 hours. Some more trains remain stationed at Lucknow for 10-16 hrs. Running these trains between Bareilly and Lucknow will facilitate the passengers and also provide income to Railways.

Sir, I am not only hopeful but also confident that he will take up all these issues in public interest and bring necessary amendments in railway budget for the same.

Sir, it is requested that Bareilly/Puri/Bhubaneswar Neelanchal Express 8476 which runs between Delhi and Puri via Kanpur and Lucknow should run from Kanpur instead of Delhi via Bareilly and Lucknow. I am submitting the following facts in support of my request:-

The following major institutions of Government of India are located in Bareilly:-

- (1) Air Force, Bareilly
- (2) Army
- (3) Indian Institute of Veterinary Research
- (4) Central Bird Research Institute
- (5) Railway Department
- (6) BSF
- (7) IFCCO AWLA

Students from Orissa, West Bengal and Bihar etc. pursue their studies at Indian Veterinary Research Institute.

The following trains are running between Delhi and Bhubaneswar:

1. New Delhi Puri Express train No.2816 via Kanpur-Allahabad.



[Shri Santosh Gangwar]

2. New Delhi Puri Express train No.8476 via Kanpur and Lucknow.
3. New Delhi Puri Purshottam, Express, No. 2802 via Kanpur Allahabad.
4. Nizamuddin Bhubaneswar Express train No. 8406 via Mathura and Agra.
5. New Delhi Bhubaneswar Rajdhani Express train No. 2422 via Kanpur-Mughalsarai.
6. Nizamuddin-Puri Express train No. 8478 via Mathura and Agra.

None of the above mentioned trains goes via Bareilly. Very humbly, it is requested that, at least, the route of Delhi-Puri Express train No. 8476 running between New Delhi and Bhubaneswar via Kanpur and Lucknow should be changed. Instead of New Delhi it should run from Kanpur to Bhubaneswar via Bareilly and Lucknow. It would be an appropriate step as it would not only facilitate the students studying in Bareilly but the people living in cities, towns and villages of Delhi, Bareilly and Lucknow will also get facility to go to Puri.

I hope that while considering it favourably, he will pass an order to run the 8476 New Delhi-Puri Neelanchal Express from New Delhi to Puri/Bhubaneswar via Bareilly and Lucknow.

I would like to bring to his notice that northern railways culvert No. 103 is located on the main road in Mohalla Garinath of Bareilly. A Railway line passes over this culvert and people move from one side to other from beneath the culvert. It is an age old culvert and is narrow also due to which people are facing lots of difficulties in movements.

The upline of the said culvert with a width of 20 feet was built in 1995. But the old line laid prior to it, is only 10 feet wide due to which traffic jams are very frequent there. Approx. 5 lakh people up-down daily from this area. Since long people of this region have been requesting for leveling of this culvert and widening of the small part of it. On the basis of the letters written by me in this regard, the Railway Department understood the importance of this work and in January, 2007 the Divisional Engineer, Bareilly, U.P. forwarded a letter No.024/015 dt. 25.1.07 allocating a sum of Rs. 15 lakh for repairing the said culverts, to the Divisional Manager, Moradabad.

I would like to request you to instruct the officers concerned to undertake broadening of the narrow part of

the said culvert on priority basis keeping public interest in mind.

I would like to draw your attention towards the need to increase the frequency of train number 2435/2436 New Delhi-Dibrugarh Rajdhani Express which runs only on two days a week. Since this train runs only on two days a week, the people who have to travel on other days face a lot of difficulty. If the frequency of this train is increased it would benefit the people travelling on this route and the railways would earn additional revenue. I request you to issue orders to increase the frequency of this train in public interest.

Efforts for getting gauge-conversion of Bhojipura-Pilibheet-Tanakpur and Pilibheet-Shahjahanpur-Lucknow railway lines sanctioned have been on for many years. As a consequence, in the previous budget, hon. Minister of State for Railways, Shri R. Velu, had given the assurance that both the main metergauge lines in Pilibheet would be included in the railway line conversion scheme and that assurance has been fulfilled.

Beautification of Bareilly Junction railway station, the major railway station of the Northern Railways, has been halted. It should be completed immediately.

A policy decision should be taken about opening of railway ticket counters at educational hubs of the country such as Bareilly, Noida and Greater Noida etc. and special arrangements should be made for large number of rail users from these places during holidays.

Appropriate action may be taken on the above-mentioned matters and I may be informed of the decisions taken in this regard.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI B.K. HANDIQUE): Mr. Chairman, Sir, I am happy to announce that dinner is ready. Hon. Members, members of the staff and members of the Press are welcome to dinner in Room Nos.70 and 73.

MR. CHAIRMAN: Thank you.

[Translation]

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Chairman, Sir, I thank you for giving me time to speak

on the Rail Budget. I would like to thank hon. Railway Minister Shri Lalu Prasad ji that he has started Swatantrata Sangram Express from Jhansi to Barackpore on the occasion of 150th anniversary of the first war of independence. It should be given a halt at Ait junction too. At the time of elections to legislative assembly during the previous year, the hon. Minister had visited my constituency Kaunch. The people of the constituency had asked the hon. Minister to bring Kaunch station on the main line. Since elections were round the corner it would not have been appropriate for the Minister to make any announcement. Therefore, he told the people that he had noted their demand and would consider it after the elections. Hon. Minister, your election meeting in Kaunch had been attended by people in large numbers and they had placed this demand before you when elections were about to take place. But since it was election time he could not have acceded to the demand. He had merely said that he had registered the demand in the computer and would consider it at a later date. We want Kaunch station to be shifted on the main line between Kanpur and Jhansi stations. If Pirona is linked to Kaunch and Kaunch is linked to Ait, then Kaunch will come on the main line. At that time the hon. Minister had given us assurance and I am sure that he will fulfil his assurance. There is one Urai station in Jhansi division in North-Central Railways. Udyog Nagri, Lucknow Express and Poona Express trains cross that station. These trains run from Lucknow to Kanpur and Jhansi without halting anywhere. Urai is a district headquarters and at a distance of 200 km. Hence, these trains should definitely be given stoppage at this station so that serious passengers who have to travel upto 50 km or 100 km may board the train from there. Train No.2944/2943 comes from Balsad to Kanpur and halts at Urai but the passengers have to buy tickets from Kanpur. If these people want to buy tickets from Balsad to Urai, they won't be able to buy tickets for Urai they will get a ticket upto Kanpur or have to deboard the train at Jhansi. Hence, hon. Minister, the passengers should be able to buy tickets from the station the train stops. Doubling of Jhansi-Kanpur line should be done since doubling of any line which remains 100 percent busy is sanctioned under the prescribed norms. The percentage of that line comes to 118.7. Hence, doubling of Kanpur-Jhansi railway line should definitely take place. A morning intercity should be started between Kanpur and Jhansi. If the said train cannot be started for some reason then extension of Delhi-Kanpur Shram Shakti

Express upto Jhansi may be considered. This train remains halted for seventeen and half hours at Kanpur. Hence, if this train is extended upto Jhansi it would benefit the people of the region as there is no direct train for Delhi from any place under 200 km from this region.

Hon. Minister, Sir, the Kaunch-Ait shuttle should be extended upto Jhansi. PRS and EPS systems have been sanctioned and made operational in Kaunch, Ait, Kalpi, Pukhraya and Moth. Computerisation should be carried out in those stations so that people could take benefit of computerized reservation system. A lot of trains run between Kanpur and Jhansi. In some places people who have bought tickets for general coach are allowed to sit in sleeper coaches during day time by paying some extra charges for which they are given a receipt.

Mr. Chairman, Sir, Cochin and Pushpak Express should be given stoppage at Ait junction. Overbridge at Urai station should be extended beyond the platform. Overbridge should be constructed at Rath Road Crossing in Urai. All passenger trains should be given a halt at Usargaon which lies between Urai and Kalpi stations where a halt station is being constructed. There used to be a station there earlier. Hence, trains should be given a halt there. AC Chair Car has already been sanctioned on Jhansi-Kanpur Intercity. It should be attached to the train at once and it should be given a halt at Moth station. There is a bridge near Kalpi station. If the level of road under bridge is deepened by one foot it will open up a passage to 100 villages nearby.

I hope that hon. Minister would definitely consider this suggestion. I had raised the demand for a railway line between Kaunch and Oraiya Dibiyapur station last time. A survey for the said line had been conducted in 1977 when the Janata Party government was in power. Thereafter, some earthwork had also been carried out. If this line is constructed, traveling for people of Bhed-Jalaun, hadrukh-Kototh and Oraiya would be made easier.

*[English]*

MR. CHAIRMAN: It is a never ending process. The demand for Railways will never end. Hon. Member, please give it in writing to the hon. Minister.

... *(Interruptions)*

[Translation]

\*SHRI BHANU PRATAP SINGH VERMA: A survey of Bhind to Mahoba via Orai has been conducted. This new line should be laid which would connect Madhogarh, Jalaun by rail. Durg Express running between Kanpur and Durg stops at Mohda. This train should be provided a stoppage at Ghatampur station because the distance between Kanpur and Mohda is 100 km and Ghatampur is in between. The passengers at Ghatampur would be benefited *there from*. There is no provision of drinking water and electricity at Ghatampur. Hence in view of the problems faced by the passengers water and electricity should be provided there at the earliest. Udyognagari 2173 starting from Mumbai Kuria terminal and Lucknow Express 2107 should be stopped at Thane station. Facilities of reservation in the trains stopping at Orai and Ait station should be made available at Konch till Konch station is linked with main line. Gwalior-Chhapra mail has been running late by seven to eight hours for the last one and a half year. Hence punctuality of this train should be ensured. The poor people of Gwalior or Banda board the Jhansi-Kanpur – Pooja Express (Intercity) because of the wrong nameplates placed on the above mentioned train. Hence night name plates should be placed on the above mentioned train. Kochin express should be provided stoppage at Kalpi and Pukhraya.

[English]

MR. CHAIRMAN: Now nothing will go on record except the speech of Shrimati Jhansi-Lakshmi Botcha. Mr. Verma, you have laid it on the Table of the House.

... (Interruptions)\*\*

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Hon. Chairman, Sir, I rise to support the historic Railway Budget for 2008-2009 presented by the hon. Railway Minister Shri Lalu Prasad Yadav. After listening to the comments made by the Opposition Party Members in the House, it is very clear that they are also, by and large, in support of the Budget except for a few drawbacks and lacunae at the field-level like cleanliness in the compartments and on platforms, and other infrastructural drawbacks.

Here I want to quote Mahatama Gandhi. He said: "If you want to please all, you will please none". Shri Lalu presented a people-friendly Budget; an *Aam Aadmi* Budget

\*This part of the speech was laid on the table.

\*\*Not recorded.

with Indian Railways Vision 2025 in mind to satisfy the aspirations and necessities of huge cross-section of the people across the length and breadth of India.

Indian Railways is part and parcel of every Indian citizen, that is, for a billion plus population. Over 8,000 passenger trains are being run daily, but it is still not enough for 18 million who travel by rail every day. They can look forward to the rail system achieving higher and higher goals.

The following features of the Railway Budget, 2008 are worth mentioning to streamline the things, and improve the existing passenger amenities. Multi-pronged scheme to strengthen Railway safety through automatic devices like anti-collision device; online monitoring of rolling stocks through acoustic bearing detectors and wheel impact load detectors; EOTT devices; digital ultrasonic flaw-detecting machine; fire resistant material to be used in coaches; more ROBs and RUBs to be constructed; unmanned level crossings at busy sections to be manned on a fast-track basis; green toilets in 4,000 coaches; and one-time exercise of appointing Railway porters working on stations as gang-men and Group D posts after due screening. Here I want to stress that these people should be re-trained before deploying them for the new jobs.

Concession to senior citizen women above the age of 60 has been enhanced to 50 per cent from the existing 30 per cent in rail fares; free MST to girl students up to Graduation-level instead of 12th standard, and for boys up to 12th standard instead of 10th standard; and AIDS patients traveling to nominated ART centres for treatment to be given 50 per cent concession in Second-Class passenger fares.

Ashok Chakra awardees are also to be provided the facility of travelling in Rajdhani and Shatabdi trains on card passes issued to them. In this connection, I would request the Railway Minister to extend concessions to all police officers who are awarded the President's medals. The police staff and officers are playing a crucial role in maintaining the internal security and law and order. Their services should also be recognized by the Railways.

Measures to reduce queues at railway ticketing counters, which includes increase in UTS counters to 15,000 and ATVMs to 6,000 over two years' period, tickets' booking on mobile phones, etc., are welcome steps.

Tickets on "Go Mumbai Card" which integrates rail and road transport is definitely a welcome step.

I thank the Railway Minister for sanctioning Kothavalsa-Vizianagaram new line in my constituency, for introducing Garib Rath between Secunderabad-Visakhapatnam (tri-weekly) and for upgradation of Secunderabad Railway Station to international standards. The Garib Rath train between Secunderabad-Visakhapatnam may be extended up to Rayagada Station to cover Bobbili parliamentary constituency, Parvathipuram parliamentary constituency in Andhra Pradesh and Koraput parliamentary constituency in Orissa. People of these constituencies would remain eternally grateful for this.

Now, I would like to place some important proposals before the House for the kind consideration of the Railway Minister. The consideration of these proposals would meet the aspirations and demands of the people of Andhra Pradesh, particularly the people of my Bobbili parliamentary constituency.

- ROB and railway sliding;
- Important stoppages; and
- East Coast Railway should be carved out from South Eastern Railway and merged with South Central Railway, which is the long pending demand of the people.

Before I conclude, I would like to say that the Indian Railways should reflect the enterprise of new India, and it must live up to the world standards, with faster, lighter and cash rich features.

\*I lay the following proposals on the Table of the House for the kind consideration of the Railway Minister to meet the aspirations and demands of people of Andhra Pradesh, and particularly my Bobbili parliamentary constituency.

East Coast Railway should be carved out from South East Railway; and Merged with the South Central Railway.

ROBs at the following locations:

1. ROB at Pedamanapuram on N.H. 43 in Gajapathinagaram assembly segment of my Bobbili parliamentary constituency.

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\*...\*This part of the speech was laid on the Table.

2. ROB between Bobilli and Donkinavalasa: Rly K.M. 413/11
3. ROB at Bheemasingi between Alamanda-Korukonda: Rly K.M. 831/3.
4. ROB between Ponduru-Sigadam in Srikakulam district Rly. K.M. 766/27-29

#### **Railway sliding at Vizianagaram Market yard**

1. Vizianagaram Railway station is a big junction for where people found to Orissa, West Bengal, Assam, etc. states and to Chhattisgarh, Madhya Pradesh etc., States have to change over here. The existing 2 Reservation counters beside the one intended for physically Handicapped and the ladies are always over crowded and are not sufficient to cater to the needs of the people requiring reservations. There is absolute need of at least another Reservation Counter to facilitates obtain reservations with in the time limits fixed to keep there counters opened for the public.

Similarly there is also need of providing one more general counter also as the present two counters are not at all enough to cater to the needs of people requiring tickets for the general compartments.

I wish to state in this context that Vizianagaram Railway station is a big Railway junction and the minimum income of this station is stated to be Rs. 5.00 lakhs a day. But, the existing amenities at the Railway Station are not sufficient to cater to the comfortable and convenient requirements of the traveling public. So, in the interest of providing better, convenient and comfortable train journey facilities to the people of the vast area in my Parliamentary Constituency and these; of the neighboring districts, there is absolute need of providing the above facilities at the Vizianagaram Railway Station in my parliamentary Constituency.

Further, there is constant demand from the public for the halt of the following express trains at Vizianagaram Railway Station.

1. 2841/2842 Coromandal Express
2. 5929/5930 CEN DBRT Superfast
3. 2662/2664 Howrah-Tirupathi Superfast bi-weekly.
4. 2666/2665 Howrah-Kanyakumari Weekly
5. 5629/5630 CEN-NGC

[Smt. Jhansi Lakshmi Botcha]

3. Extension of the Visakhapatnam-Nizamuddin, Nizamuddin-Visakhapatnam No. 2808 train up to Vizianagaram as several passengers from Vizianagaram are suffering a lot to catch the said train at Vizakhapatnam Railway station, which is about 50 kms away from Viziangaram.

4. Extension of starting and the terminal point of Janmabhoomi or Ratnachala Express trains from Viziangaram Railway station which is a junction of so many trains coming from Orissa, Madhya Pradesh, Kolkata states and as such extension would be more beneficial not only to the people of Viziangaram and Srikakulam districts but also to those of the other states.

5. Electrical Multi Unit in between Visakhapatnam and palasa is running presently for 6 days in a week except on Sundays. To facilities the passengers traveling to their respective places on Sunday running of this train on Sunday is also necessary.

6. The Cheepurupalli Railway station which is the main base for the people of the villages of all the 8 surrounding mandals to board the trains bound to Viziangaram, Visakhapatnam up to Hyderabad and up to Bhuvaneswar and Kolkatta etc., cities., does not have the minimum facilities and amenities required by thousands of passengers, although it has got maximum sources of income through its passengers. Under these circumstances, the people of Cheepurupalli and those of the 8 surrounding mandal represent that the following facilities may be provided at the Cheepurupalli Rly. Station.

1. Extension of foot over bridge up to police station way.

2. Arrange ladies waiting halt in VIP Languge.

3. Stoppage of the following trains:

(a) Falaknuma Express Train No. 2703/2704

(b) Konark Express Train No. 1019/1020

(c) Prasanthi Express Train No. 8563/8564

(d) Vascodagama Express 2847/2848

(e) Pondicherry Express 2897/2898

(f) BBS-CEN Express 2829/2830

7. Providing of a request stop at Maradam Dathirajour Mandal Viziangaram district of the DMU Train

No. 471 and Train No. 472: Vijayawada-Rayagada and Rayagada-Vijayawada as the stoppage would be most beneficial to the Nos of passengers from Maradam and several other surroundings villages as well.\*

MR. CHAIRMAN: Hon. Minister Shri Velu has come. I have taken note of it.

Now, I give the floor to Shri Mohan Rawale. Please be brief because I am helpless in your case.

SHRI MOHAN RAWALE (Mumbai South Central): Sir, I am speaking after a long, long time in Parliament and that too on this Railway Budget.

[Translation]

Mr. Chairman, Sir, I would like to tell the hon. Minister of Railways that I am a Member of Parliament from Mumbai. Everyday one crore and twenty lakh people travel throughout the country whereas 65 lakh people travel in Mumbai only. These passengers do not have facilities. You have not reduced the fair of suburban trains but announced 300 new trains. I would like to know as to when the passengers are likely to get these trains along with the names of the originating stations of these trains. Please furnish the details thereof.

Mr. Chairman, Sir, the tracks on which the trains are running, are so dilapidated that accident can take place any time. Those tracks have outlived. Hence I would like to submit that Mumbai needs more trains. Besides, the train service from Virar, Borivali, and Andheri to Kasara, Kalyan, Dombivali, Thane, Ghatkopar needs to be increased. Presently 657 crore rupees are required for MUDP whereas 342 crore rupees have been allocated in this budget. As this is the second phase, the funds are needed and the total cost of the project is 1740 crore rupees.

I would like to tell the hon. Minister that the trains running on the Harbour line crossing through my constituency are very dirty and the rakes of these trains are in a dilapidated condition. Whenever new rakes are available, first introduce them on this line. I would also like to request you to run 15 coaches trains in place of 12 coaches if it is feasible. It should be ensured that wherever platforms are constructed sheds are also constructed there.

Sir, the hon. Minister has paid no attention to Konkan. Recently I travelled by Konkan-Kanyakumari train. That is a very old train.

21.31 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Janshatabdi is another train. A lot of dust comes into this train. The quantum of dust coming from outside into general compartments is so much that it turns your white clothes black. I would request you to provide air-conditioned coaches in that train. Please introduce a Garib Rath upto Madgaon which we need the most.

Sir, recently I have read in a newspaper that recruitment should be done through local employment exchange. A law was passed by Lok Sabha in 1959 that every recruitment should be done through local employment exchange. If the recruitment takes place in Punjab then it should be for the Punjabis, if it is in Tamil Nadu then it should be for the Tamil people, if it is in Gujarat then it should be for the Gujarati people, Marathi people should be recruited in Maharashtra and the Malayali people should be recruited in Kerala. In every state local people should be recruited. It has been passed in the Parliament but nobody adheres to that. The Railway Manual provides for recruitment through local employment exchange. It would not cause injustice to anybody and there will be a social harmony in the country. I am telling this in regard to the recruitment of class III and Class IV employees. The recruitment of these categories used to be done through local employment exchange till four or five years ago but now recruitment is done on all India basis. Where would the local people go? The recruitment for class III and class IV in Central Railway is about to be made for which applications have been invited in February. There is a Marathi Deputy Chief Personal Manager Mr. ...*(Interruptions)*\* He has been transferred deliberately.

MR. DEPUTY SPEAKER: Name will not be recorded.

SHRI MOHAN RAWALE: Because some people do not want that local people are recruited. Please get it investigated. He has been deliberately transferred to Mantunga workshop. I request the hon. Minister to transfer him back. I will lay the remaining issues on the Table.

\*Not recorded.

Sir, there are many jhuggi-jhopadis on railway land. Maharashtra Government has passed a law that the jhuggis on government land constructed prior to the year 2000 will not be demolished until sufficient land is provided for rehabilitation. The Jhuggis in Nala Sopara area in Maharashtra have been demolished. Exams were being held. The children were upset due to dislocation. I phoned the officer there. The officer Mr. ...*(Interruptions)*\* told me that we could go anywhere, he could do nothing as he had the orders of the court.

MR. DEPUTY SPEAKER: Name will not be recorded.

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing will be recorded.

...*(Interruptions)*\*

[Translation]

SHRI MOHAN RAWALE: Mr. Deputy Speaker, Sir, I am talking about whole of the country and not about Maharashtra and Mumbai alone. Was the recruitment board not attacked in Bangalore? Everyone wants to live peacefully in the whole of India but people of every state should get priority in their respective state.

I am talking about slums. I request you to talk with them for providing them sufficient land. You should talk to the Maharashtra Government or any local Government there. ...*(Interruptions)* Maharashtra Government has recently regularized the slum clusters, which had come into being till 2000. ... *(Interruptions)*

[English]

MR. DEPUTY SPEAKER: You can lay rest of your speech on the Table. You have already taken more than 13 minutes. I am sorry. It is not possible to allow you further.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Rawale, this point of yours has already come on record.

...*(Interruptions)*

\*Not recorded.

MR. DEPUTY SPEAKER: You can lay it on the Table.  
*[Translation]*

SHRI MOHAN RAWALE: I want to praise him. He has talked about Kho-Kho for which I want to thank him.  
...*(Interruptions)*

SHRI LALU PRASAD: Please speak in favour of Bihar. ...*(Interruptions)*

SHRI MOHAN RAWALE: In Bihar, the local people of Bihar should get priority - what is wrong in this? I did not say that we should be given priority. ...*(Interruptions)* Fifty five thousand persons had been called for the posts of Assistant Loco Pilot, but only 44 persons from Maharashtra out of 55000 were selected - how is this possible? I want to thank you from the core of my heart for showing courage of forming a Kho-Kho team, which nobody could do so far. You should also form such teams, for both women and men, in the Western Railway, Central Railway and Konkan Railway. Similarly, Kabbaddi teams should also be formed.

Now, I lay the remaining speech on the Table.

\*Sir, there has been a total neglect of the Mumbai local trains and the passengers. Local trains of Mumbai are the lifeline of Mumbai, which is called the economic capital of India. But, with deep regret, I am saying here that the hon. Railway Minister has disappointed the passengers of the local trains in this railway budget. About 1.20 crore passengers travel by train in the country - with 65 lakh passengers in Mumbai, 20 lakh in Kolkata and 9 lakh in Chennai. Thus, a total of 94 lakh passengers travel in local trains which is 75 per cent of the total number of passengers and the Railway Minister has forgotten these very passengers this time.

A total of Rs. 3490 crore were sanctioned for various railway related works in the last year's railway budget. An amount of Rs. 1740 crore out of that has not been spent yet. Is this the efficiency of the Railway Ministry? Hon. Railway Minister had announced 157 new trains in Mumbai last year. Where are these trains? This year, he is saying that local trains will run 300 times. Will the hon. Railway Minister please tell as to when and how this will happen?

Today, the situation is that the number of passengers is increasing by leaps and bounds. There is a need to

increase railway services to Kasara, Karjat, Kalyan, Dombivli, Thane and Ghatkopar. Railway administration is watching the problems and difficulties of the passengers everyday but does not appear to making efforts to address them. We met the General Manager, Railways but he curtly replied that railway services would be increased when the rakes are available. Now, when and how these rakes would be made available?

The rakes running on the tracks today are old and outdated. There is a need of new rakes not only for central and western railway routes but also for the harbour route as the condition of rakes there is extremely pitiable. These coaches carrying lakhs of passengers are so dirty that no sign of cleanliness could be seen anywhere. Does the Railway Ministry want to play with the life of the railway passengers.

The demand that these rakes, bringing maximum number of passengers to their destinations, should be of 13 coaches is so old that I feel hesitation to repeat it. Now, there is a need to make rakes of 15 coaches even if the length of the platforms has to be increased for it. When will the work in the direction of increasing the number of railway coaches be started? Sheds should also be provided for the platforms which have already been extended.

Konkan Railway has been forgotten in this budget. The way it is proving its utility, the railway Ministry should also pay more and more attention to it. Holi special trains have been provided on every route but why this facility is not provided in Konkan region? These trains do not have sufficient number of coaches. It is necessary to increase the number of coaches in these trains in accordance with the demand of the passengers.

The Railway Ministry is gearing up to increase the problems of the railway employees. It wants to close its printing press and outsource the work. It is an anti-worker policy and we oppose it. Rail Kamgar Sena had raised its voice against these efforts as back as in 2002. But, the Railway Administration is adamant to close the printing press and increase the problems of its employees. Does the Railway Ministry want to invite unfair practices and bribery by outsourcing this work from private agencies? It is true that these press employees will be absorbed somewhere else but it will create more problems.

The responsibility of the employees is far greater in the Health Department. The recruitment of workers in

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\*... \*This part of the speech was laid on the Table.

this field by the contractor is to play with the lives of the patients. Therefore, closure of printing press and privatization of catering services, recruitment of administrative employees and safari karmcharis should be stopped.

Similarly, I would like to tell the House about the corruption in recruitment of the Assistant Loco Pilot and Trade Apprentices. Railway Recruitment Boards select the candidates for the vacancies arising due to retirement or other reasons. Zonal Railway administration appoints the candidates selected by the Railway Recruitment Boards to the Railway Services. But, it is now seen that efforts are being made to recruit the candidates selected by the RRB of other regions at the cost of the local candidates. It is a wrong step and should be stopped. Providing recruitment opportunity to be local candidates alone would be proper. The post of Loco Pilot is not a technical post, therefore, ITI should not be a necessary condition for it. Under this policy, eight percent Maharashtra candidates should be recruited in the railways. The wards of the railway employees should be given priority in the recruitment.

New coupon vailadting machines should be installed at every station if the railway services are to be made efficient for serving the common man. Foot over bridges should be constructed on sides of every station. A doctor and an ambulance should be provided at every station.

'Neera' sales counters, which are lying closed should be reopened. Indian sports should be started and promoted in railways. Many thanks to Indian railways for introducing games line Kho-Kho, Kabaddi.

There is no shade on platform at Nahur station in Mumbai. Every station should have clean toilets. All the problems being faced by Konkan railways should be solved. I hope the hon. Minister of Railways and his Ministry will make all out efforts for providing better facilities to the public.

The Central Railways is going to start recruitment process for filling up 6500 vacant posts in near future. A local Marathi officer Shri A.K. Pandharkar, who is working there, is being shifted from there just to deprive local Marathi people from being recruited and also because candidates from outside can get a chance. I think it is a violation of rights of locals. It is the duty of the railways to give priority to the locals.

The people of Chinchpokali area in Mumbai have sought expeditious completion of a foot overbridge from Khamkar Road to Namjoshi Marg.

Vacant railway land in Mumbai is inundated with slums. Slum dwellers, who had constructed slums on the said land before 1995 have been rehabilitated elsewhere by the Government of Maharashtra, but there is no coordination between center and state government over such an important issue. Again the slums in Nallah Soyara were demolished. The examination of their children were going on. My submission is that the railways should resort to demolition of slums only after providing them alternative plots elsewhere."

SHRI DHARMENDRA YADAV (Mainpuri): Sir, the hon. Minister of Railways has been presenting surplus rail budget for the last many years. I do agree that he has brought the railways on the right track to a great extent. I would like to draw the attention of the hon. Minister of Railways to a specific problem. Lakhs of passengers in the country who can neither afford AC class nor sleeper coaches travel in general compartments could not attract the attention of the hon. Minister. 80 percent of the passengers travel in general bogies, which comprise only 20 per cent of the total bogies and on the contrary 80 percent of the bogies are reserved for rest 20 percent passengers.

Sir, through you, I would request the hon. Minister of Railways to provide more number of general bogies in long distance trains. Often it has been observed that there are long queues in front of general bogies and police have to control the rush. The bogies get so much congested that no one can move inside the coach. I hope the hon. Minister will surely pay attention to it.

Sir, on the one hand, the railways has been in profit constantly, whereas, on other hand there has been no addition to the infrastructure facilities being provided such as sanitation, catering etc. I would urge the hon. Minister to improve the standard of food being served from pantry car in long distance trains as standard of food being served is not that good. Therefore, the hon. Minister should take effective measures in this regard.

Introduction of Garib Raths is quite an ambitious project, but I have a complaint in this regard. Garib Rath trains cross several important stations in U.P. but do not stop. I not only hope, but I am sure that the hon. Minister will sanction stoppage of said trains at Tundla, Ferozabad, Sikohabad and Etawah also.



[Shri Dharmendra Yadav]

Sir, I demand extension of Etawah-Mainpuri railway line, which is under construction upto Gajrola via Itah, Badayun, Sambhal. Secondly, the work of Etawah-Agra via Fatehabad should be completed expeditiously, also the work on Etawah-Guna via Bhind, Etawah should be completed expeditiously and in a time bound manner. It appears from the report presented in the rail budget that the work of the said projects is not going on in a time bound manner. I hope the hon. Minister of Railways will pay heed to it.

Sir, I would like to draw the attention of the hon. Minister to my parliamentary constituency Mainpuri in U.P. There is only one train, i.e. Kalindi Express for this area. It runs between Delhi-Kanpur, via Shikohabad, Farrukhabad. Though it is express by name, but its speed from Shikohabad, Farrukhabad upto Kanpur is slower than that of a passenger train. The speed of this train should be increased. Secondly, other trains meant for Mainpuri district, whether they are for Agra or Lucknow, should be connected to Mainpuri.

Sir, earlier, Kalindi Express was scheduled between Delhi-Farrukhabad, has been extended upto Kanpur. Well, it has been extended upto Kanpur, but the number of bogies remain the same, whereas the number of passengers has increased. Therefore, in view of inconvenience being caused to the passengers, I would request the hon. Minister to increase number of bogies in this train. Further, I would also urge for upgradation of Mainpuri railway station, which is in my parliamentary constituency and also for fulfilling other demands of this area relating to railways.

SHRIMATI RUPATAI D. PATIL (Latur): Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on important Rail Budget. I would like to thank the hon. Minister of Railways as he has made efforts to present a good rail budget. He has announced several new trains which include thrice a week new train from my constituency Latur and district Osmanabad to Hyderabad. I would like to thank the hon. Minister in this regard. He fulfilled my demand partially but I am very sad to say that I had repeatedly demanded for a train from Osmanabad-Latur to Tirupati as thousands of devotees visit Tirupati to worship Balaji. Therefore, I again urge the hon. Minister to start a new train between Latur-Tirupati.

Sir, Latur is a backward area and affected by earthquake but educationally this district is on top in whole Marathwada region. People from across the country come here to study. I urge the hon. Minister of Railways to make Latur and Udgini railway station as model stations and in view of popular demand inquiry counters should also be set up there so that people can have trains related information. I had written to the hon. Minister time and again and I personally met him with regard to construction of an over bridge in Udgini tehsil under my constituency as thousands of people walk on road and often accidents take place. Therefore, I urge the hon. Minister to construct an overbridge so as to avoid accidents there.

Sir, the hon. Minister has turned the railways around but it is not good to ignore the basic needs in order to earn profit. Incidents of loot and theft on trains are being reported every day. It is important to check these problems and present a good picture of railways. There is a need to pay attention towards cleanliness on railway stations and particularly towards the food and drinking water being served in the trains. Just two days back all the trains coming to Delhi were stopped outside the station and during this period there was no food and water for the passengers but there were no officials to listen to their woes. The quality of food that is served on trains is extremely sub-standard. Even the committee constituted in this regard has accepted that the food served on trains is not worth eating. Therefore, it is required to improve this. I would like to urge hon. Minister that there is a need to sanction a Rs. 100 crore project for Kurdwadi railway workshop where wagon repair work is done. I would like to request the hon. Minister that there is a need to connect South-Central railways because some part of Udagirao and Nanded is connected with southern railways. Our people have to face language problem over there, therefore, it is required to pay attention towards this also.

SHRI VIJAY BAHUGUNA (Tehri Garhwal): Mr. Deputy Speaker, Sir, there has been an all round development in the four years of UFA Government and a glimpse of that can be seen in the rail budget. Shri Lalu Prasadji has presented a very praiseworthy budget, therefore, he deserves to be congratulated. The Railways play an important role in the economic growth of the country and, in this context, I would like to draw the attention of the hon. Minister and say that the people of hilly states of Himalayan region believe that they are deprived of railway services. I would particularly like to draw your attention towards Uttarakhand state as there is a lot of potential

for tourism in this area. There are holy pilgrimages of all the religions in this place and the natural beauty is as good as Switzerland but there are no railway services available in any of the hilly districts. You had recently visited Kedamath and this had raised the hopes of the people that you would get a survey conducted as to what are the possibilities of railways to reach Nainital, Almora, Teihri and Rudraprayag in Garhwal and Kumaon divisions. It is my humble request that a survey should be conducted and efforts made to make the railways reach the people in hilly districts of the state. I would like to suggest that a Grand Himalayan Rail Corporation should be formed on the lines of Konkan Railway Corporation and Delhi Metro Rail Corporation, in which funds should be mobilized from public and private enterprises through IPOs so that the railway facilities could be made available to the people of hilly regions. I am extremely grateful to you for proposing a new railway line from Dehradun to Kalsi in Dehradun district, which also includes tribal areas like Jaunsor and Bhabar. Tourists from all over the country and from abroad visit Dehradun but the railway station there does not have a shed cover due to which passengers get wet during rains. It is requested to you that Dehradun Railway station should be modernized and a Yatri Niwas should be constructed there so that the passengers visiting the place do not have to face any difficulties. I had also requested you that Rishikesh is a place of religious importance. A number of trains come upto Haridwar, if some of these trains could be extended upto Rishikesh then it will benefit the passengers immensely. I would also like to urge you that there are certain bridges on the Dehradun track due to which the traffic gets jammed.

It is my humble request to you that flyovers may kindly be constructed in Lacchiwala and Raiwala so that there are no more bottlenecks in that area.

I would like to express my gratitude to you for presenting such a budget in which attention has been paid towards the convenience and safety of people of all classes. I am extremely hopeful that in the next Rail budget, facilities would be provided for the Himalayan states and particularly for Uttarakhand so that the economic backwardness of the area could be overcome.

MR. DEPUTY SPEAKER: Lalu Prasad ji, I have received a request that the game of tug of war which is played in our Punjab, Haryana, U.P. must also be played in your area. You have given concessions to the sports persons, therefore, there is a demand that railway

concessions should also be given to the players who visit other states to play tug of war. I had received this request from them and I have forwarded the same to you. Kindly pay attention towards that also. Tug of War is played in your state also. Now it has been recognised at international level which is why they want this. I had received their representation and I have forwarded the same to you.

SHRI LALU PRASAD: I have received that and I have done the needful.

MR. DEPUTY SPEAKER: It is their demand. He has linked Amritsar and Anandpur Sahib with Patna Sahib for which the people of Punjab are thankful to him. I have said in Hazoor Sahib also that Lalu ji has linked Amritsar and Anandpur Sahib to Hazoor Sahib, Patna.

SHRI LALU PRASAD: We will introduce trains from Delhi also.

MR. DEPUTY SPEAKER: Now a train will be introduced from Delhi also. In that regard, they are demanding that the concessions to be provided should be on the general fare and not three times, four times of the same. This is their request.

SHRI MOHAN RAWALE: Lalu ji has been doing a lot for sports. He has done for Kho-Kho what could not be done in 15 years. ... (*Interruptions*)

MR. DEPUTY SPEAKER: It is true, he has done a lot for the players. I had received a representation from the tug of war players, I have told you about that.

\*SHRI SUNIL KHAN (Durgapur): Hon'ble Sir, I rise to participate in the discussion relating to Railway Budget 2008-2009. Though this Budget promises to reduce passenger fares and provide permanent jobs to the porters, I fail to support it whole heartedly because promises are not always fulfilled. In the last four years under the UFA regime, no new projects have been taken up for West Bengal. This state has been deprived. Even for completion of ongoing projects, adequate funds have not been allocated. It is very unfortunate that though all the representatives from West Bengal met Hon'ble Minister and asked for providing licenses to the railway hawkers to protect them from police harassment, nothing of it is reflected in the Budget. A formula was also chalked out

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\*English translation of the speech originally delivered in Bengali

[Shri Sunil Khan

but to no avail. The hawkers too are poor people. However I thank you for your concern for sports activities.

But the two companies viz Burn standard and Braithwaite which manufacture wagons, have not been included in your agenda whereas Bharat Wagon has been listed in railways. Here too West Bengal has been neglected. Not only that you have announced that stations like Mumbai will be turned into world class stations but the big stations of Howrah and Sealdah find no mention in your Budget. So West Bengal has been deprived of everything.

Few months back, while laying the foundation stone of an ROB in Durgapur Hon'ble Minister of railways had announced before eight to ten thousand people about the introduction of a train linking Durgapur and Howrah. Now the Budget is silent on that. Though initially passenger fares and freight charges are reduced in Budget, after some time, by trick these are again increased. 200 express trains have been converted into superfast trains – fares have also been raised but passenger amenities have not improved on January 2, 2008 classifications of cement, clinker and iron ore were changed. Resultantly freight charges have increased. Same is the case with steel and coal.

Running time of express train is 55 Km and that of superfast train should be 75 Km. But, running time of these superfast trains is still 55 Km. Passenger amenities are not upto the mark. Even in Rajdhani trains, there is no space to hang clothes, toilets are very cramped, bogies are not spacious. When suddenly brakes are applied, there is a push due to the absence of bogey coupler as a result of which we cannot eat peacefully. Quality of food is deteriorating day by day. Particularly in Sealdah Rajdhani, food is very poor.

Safety charge for 2001-2002 has been calculated to be Rs. 17,000 crore. Now from Rupee one it has been raised to Rs. 100 in the name of developmental surcharge. What safety measures have been taken with this amount? The surplus shown is not real. The operating cost is shown to be 76% under the 11th five year plan, it is said that Rs. 2,50,000 crores are required. Our party leader has mentioned these. So I am not repeating those points.

You are an icon of liberalization policy and are re-sorting to public-private partnership. Earlier there were 22 lakh jobs. Now the number is fourteen lakh six thousand four hundred. You are now saying that canteen

and printing press will be privatized. If that happens more people will lose their jobs. Recruitments are not made, vacancies are not filled. In Sealdah-Howrah division a driver works for ten to sixteen hours. Therefore accidents take place regularly.

[English]

MR. DEPUTY SPEAKER: Please lay it on the Table of the House.

SHRI SUNIL KHAN : Sir, give me only five minutes more.

MR. DEPUTY SPEAKER: No. You may lay it on the Table of the House. It is not possible for me to give you more time. Please conclude now.

[Translation]

\*SHRI SUNIL KHAN: Due to paucity of time. I shall be brief. I would just mention of a few project trains. Since 1996, I have been asking for the completion of survey work of the Beliator-Durgapur line before the linking of Burdwan with BDR. If that is completed then you complete Beliator so that this will be the gateway of South India to North East.

Two years back the Raniganj-Bankura survey work has been taken but still it is incomplete. If that is done then the revenue will also increase and the various ferro and sponge iron factories and collieries will also in benefit of that area. The Government is talking about the North-East but nothing has been done for that region. The Kumarghat to Agartala line is yet to be completed for development of North-East, railway connectivity is required for Meghalaya, Nagaland, Mizoram. To boost trade relations with China, Myanmar, Thailand and Bangladesh through railway network, Siliguri can be developed as the gateway only boosting of Look East Policy will not be enough.

To encourage tourism in the district of Bankura, the Maoist movement has to be checked and construction of Bankura-Ranibandh railway line is to be taken up urgently. Adra-Jhargram railway track is also essential. Durgapur should be developed as model station. There should also be a station in Kondaipur between Mankar and Paraj. A station is to be set up at Chanditala between Galsi and Khana junctions so that the farmers are able to market their produce in Burdwan and Durgapur to cater to the

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\*...\* This part of the speech was laid on the Table.

needs of the oil companies in Rajbandh, so the level of the platform should be upgraded as it was very low. For students and tourists of Shantiniketan, some trains need a halt at Panagarh station. A Howrah-Mumbai train via Durgapur- Nagpur should be introduced immediately.

Now, I would like to cite an example of the service provided by the railways. On 28/02/2008 a ticket (first class) was booked in Darjiling Mail in the name of a Member of Parliament and for a companion in second class for the date 05/03/2008 to come from New Jalpaiguri to Sealdah. I was given a side berth in the AC-II compartment and the companion was denied any berth at all while some passengers and M.L.As. were allotted seats after filing complaint at 8 pm, after boarding two berths (one first class and the other second class) were arranged at 9.30 pm when two passengers did not turn up. If this is the plight of Member of Parliament, what could be the condition of a common passenger. There is corruption in reservation of seats in NPG. Proper inquiry should be conducted to nab the culprits.\*

[English]

MR. DEPUTY SPEAKER: Nothing will go on record.

... (*Interruptions*)\*\*

MR. DEPUTY SPEAKER: You can lay it on the Table. I cannot give you a single minute more. Shri Khan, nothing is going on record.

... (*Interruptions*)\*\*

[Translation]

MR. DEPUTY SPEAKER: This is what I am requesting to you. I would request the hon. Members that those who want to lay their written speeches, may lay them on the Table. That will form part of the proceedings.

DR. SHAFIQR RAHMAN BARQ (Moradabad): Mr. Deputy Speaker, Sir, thank you very much. I convey my heartiest congratulations to hon. Lalu Prasad Yadavji for presenting this railway budget. The budget presented by him has provided relief to the common man, therefore, he deserves congratulations. But I have a complaint also. Sambhal city is comprised of population of four lakh and it is minorities dominated area. Then Hasanpur and Gajraula cities are situated there. Earlier also, I have made this demand a number of times, Prof. Ram Gopal

Yadav ji had also demanded it and Shri Amar Singh ji had made this demand in Rajya Sabha. I had received a letter from him also in this regard stating that connecting Sambhal to Gajraula via Hasanpur will incur a cost of Rs. 104 crore. The people of this area are demanding it for long. Laying of this line can boost the development of Sambhal and the entire adjacent areas. Though Sambhal is a big trade center and despite a large mandi of Mehtha, Potato, Wheat and sugar located there, it is still a backward place in the absence of this line.

22.00 hrs.

He had made a commitment to approve this line. But there is no mention in the budget about it. Therefore, I would like to submit that Sambhal is a historical place in Moradabad district. It had been the capital and thereafter became a province under Mughal Empire. Today it is a Tehsil in Moradabad. Moradabad is my parliamentary constituency and Sambal is my hometown. Therefore, I have keen interest in it. Hence, I request the hon. Minister to fulfill my demand for laying a railway line from Sambhal to Gajraulla via Hasanpur in this budget so that Sambhal could be connected to the main line. People of Amroha, Hakim Mohammad and Uvais Sahib etc. had come to me with a memorandum. They also want that Amroha should be connected to Aligarh via Sambhal ...(*Interruptions*) Just now, Shri Dhanendra ji was also demanding. I request my respected and veteran colleague Shri Lalu Prasadji to fulfill this demand of Sambhal.

Doubling of Hapur-Moradabad line is going on at a slow pace. The track there is in very bad condition and not being maintained properly. This work should be accelerated so that the line could be put to use. The distance between Moradabad and Delhi can be covered by train in two hours but at present it is taking four hours. People are facing problems due to it. I would request the hon. Minister to pay utmost attention to it to solve the problems of the people. In addition to it, I would also like to submit that recruitment of Muslims in Railways is negligible. Therefore, Muslims should be provided with reservation quota for jobs in railways so that they could also get employment opportunities. ...(*Interruptions*)

SHRI RAM KRIPAL YADAV: He has not conveyed thanks for what has been done for Muslims.

DR. SHAFIQR RAHMAN BARQ: That is right. I have spoken about that. ...(*Interruptions*)

\*\*Not recorded.

[Dr. Shafiqur Rahman Barq]

I thank him and hope that the budget presented by Shri Laluji would be implemented and the places which have been left would be given due consideration. It would be a great job if Sambhal is connected to Gajraulla via Hasanpur.

DR. RAM LAKHAN SINGH (Bhind): Sir, I rise to oppose this railway budget. Though people are appreciating this budget but I would like to tell the hon. Minister that the people for whose cause he has been fighting throughout are facing hardships in trains. Only a few people travel by AC coaches. However, the number of general bogies in which ordinary people travel, who cannot even afford reservation, is being constantly reduced. Now the need is to provide more facilities to these people. Only then the steps like not increasing the fare and showing railways in profit would prove to be meaningful.

Many hon. Colleagues have mentioned that standard of cleanliness and the quality of food is deteriorating. The bedroll and other accessories given during journey are also of poor quality. Attention should be paid to all these things. People appreciate his management but it is not as good as being praised. Therefore, there is a need to improve the management. I would like to tell him to pay special attention towards it. As there is paucity of time, therefore, now I would like to make few submissions about my constituency. The work on Guna-Etawah railway line was started around 25 years back but was left incomplete. When NDA Government came to power and I was elected as a Member of Parliament from there, I made all out efforts to get this work restarted. The work was restarted speedily but now the work has been stopped again. It has been completed upto Bhind. Only one pillar on Chambal bridge and track upto 15kms. is to be constructed from Bhind to Itawah. Due to this unfinished task, this line is of no use. The completion of this work will connect us to Kolkata. Bhind is a backward and dacoit infested district. Employment opportunities are inadequate there. People of this district go to Kolkata and Ahmedabad in search of employment. In the previous budget also we have requested to extend the Bhind-Kota railway line upto Ahmedabad. It would benefit the 80% people of this district who go to Ahmedabad to find employment. The railway line from Bhind to Kota is not much beneficial to us. Connecting it from Kota to Ahmedabad will definitely benefit us.

I would also like to submit that a survey for laying a new railway line between Bhind, Orai, Mahua via Rath

was conducted. After conducting the survey the project worth Rs. 465 crores has been prepared. Last time also I had requested but due to some reasons it could not be included in the budget. This time also it has been left out. Therefore, I would like to request him to include it in this budget as it will pave the way for the development of this area. It would also benefit Bhind and Jalaun, which are most backward areas.

Secondly you have announced a Gwalior-Bhopal Intercity train, which has not been started yet. I would like you to get it extended upto Bhind. If an intercity runs from Bhopal to Bhind, it will definitely benefit Bhind. Similarly, Datia falls in my constituency. The Minister of State for Railways had announced construction of a bridge in Datia. I had also forwarded the communication received in this regard to the Minister but this work has not been mentioned anywhere in the budget. I had discussed the matter with the hon. Minister. He has again given an assurance in this regard. He had given assurance earlier also but perhaps later it slipped his mind. But now I hope that he will include this proposal in the current budget ...*(Interruptions)* I will conclude in a minute. Sonagiri in my constituency is a Jain pilgrimage. People belonging to the Jain community visit this place from all over the country. People of that place want Taj Express to be given a halt there. I would like to request you to provide one minute stoppage of Taj Express there. All of our Jain brethren would be most grateful to you. Similarly, there is a small station, Basai, between Lalitpur and Jhansi. People have been demanding stoppage of Jhelum Express at that station for a long time. The entire region is isolated from the rest of the area, so the people would be benefited if stoppage is provided to Jhelum Express there. He should provide for stoppage of Kerala and Sachkhand Express there because people from all over the country flock here to pay homage at Maa Pitambar Peeth. He has now given this sort of facility to Datia. I hope that the hon. Minister will accede to our demands.

"I stand to oppose the Railway Budget because the tactic of not increasing the fares has been adopted as a populist measure and the issue of sanitation and safety has not been addressed at all.

Sir, through you, I would like to draw the attention of the hon. Railway Minister towards my constituency. Construction of Guna-Etawah railway line had been started 25 years ago. This line was to be completed by 2005.

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\*... \* This part of the speech was laid on the Table.

When the NDA government had been formed the erstwhile Prime Minister Atal Behari Vajpayeeji had instructed that the stipulated date of completion of the railway line should be advanced to 2003 and accordingly work on the line was speeded up. This line was completed upto Bhind by 2003 and operationalised.

However, work on the line has not moved forward since 2004 when the UPA government assumed power even though merely 15 km of track remains to be laid to link Bhind and Etawah.

Sir, I have met Shri Lalu Prasadji many times, after he assumed the office of Railway Minister, and brought to his notice that the Guna-Etawah railway line is important not only for Bhind but for the whole of Madhya Pradesh because this line links MP with UP and even West Bengal. After repeated requests the hon. Minister held a meeting with the officers concerned and instructed them to start work on the line expeditiously and he also gave me an assurance in this regard. The hon. Ministers and the officers had said that work on the line would be started within a month but neither this work has been started nor budget allocation for the purpose made. I am sure that the hon. Minister would leave political considerations aside and allocate funds for this railway line in the national interest and in the interest of the backward and dacoit-infested area of Bhind in Madhya Pradesh.

Secondly, in 1998 the then Prime Minister had announced a new railway line from Bhind to Urai via Mahoba on demand of the people for which survey had been completed in 2007. Project cost of this line is Rs. 465 crore but the line is a necessity for both Bhind and Jalaun districts. Hence, I would like it to be included in the budget. The Railway Minister had given me an assurance in this regard earlier. Sir, Datia district also comes under my constituency. It is known for Maa Pitambara Peeth throughout the country. People from all over the country visit Datia to pay homage there. The erstwhile Minister of State for Railways had announced construction of an overbridge there but no allocation has been made for the purpose yet even though this bridge is a necessity. Funds may kindly be allocated for this purpose too.

When I had last met the hon. Railway Minister I had requested him to upgrade Datia railway station and the Minister had assured me that he would look into the

matter. But neither any action has been taken in this regard as yet nor has any mention of the matter been made in the budget. Datia station may kindly be included in the list of stations for upgradation.

Sir, people from all over the country visit Datia to go for 'darshan' of Maa Pitambara, hence the demand for stoppage Sachkhand and Kerala Express here is a long standing one. Last time the hon. Minister had given an assurance in this regard but stoppage of these trains has not been provided yet. Kindly make sure that the above said two trains are given a stoppage here so that the pilgrims are facilitated.

Sir, I would like to make another request to the hon. Minister that my constituency has another Jain pilgrimage in Sonagiri which is visited by Jains from all over the country. There is a demand to provide stoppage of Taj Express at this station. Kindly provide stoppage of the train at Sonagiri.

Sir, in my constituency Basai railway station falls between Jhansi and Lalitpur. Demand for stoppage of Jhelum Express at this station is also a long standing one. Kindly give this train a one minute halt at Basai station.

Sir, I would again like to make a request to the hon. Minister regarding Bhind. Bhind is an extremely backward and dacoit infested area. Neither any irrigational facilities nor any employment avenues exist here. I had requested the hon. Railway Minister last time also to extend the train which runs from Bhind to Kota upto Ahmedabad. The hon. Minister has given me assurance that the train would be extended but this has not happened so far. I would like to reiterate my request to the hon. Railway Minister since 80 percent people from Bhind go to Ahmedabad to get employment.

A train which runs from Gwalior to Chhapra should be run from Bhind to Chhapra. Many people from Bhind go to Kolkata in search of employment. Hence, I request that the Chambal Express which runs from Gwalior to Howrah should also be run from Bhind to Howrah.

I would also like to request the hon. Minister that the new Gwalior-Bhopal intercity which has been announced should be run from Bhind to Bhopal.

In the end, I would like to say that you have been very generous. You have given something to every section

[Dr. Ram Lakhan Singh]

of the society. But you have not made any announcement of any benefits for the journalists who publicise your achievements. Kindly grant 50 percent concession on reserved and unreserved tickets for accredited journalists. Presently they have to pay the full amount for reservation of seats in trains."

SHRI BAPU HARI CHAURE (Dhule): Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak.

I rise to support the rail budget. Laluji has presented the fifth budget in the House and the people of all the sections in the country have welcomed the budget as it embodies the ideas of betterment of common man. Like absorption of the coolies, providing relief to senior citizens and making efforts for bringing the railway in profit. I thank you and your colleagues for all this and pray to God that may God bless you to do more good to the people of the country in future. I have little time, hence I would like to draw your attention to some issues pertaining to my constituency.

MR. DEPUTY SPEAKER: You lay your written speech on the Table of the House.

SHRI BAPU HARI CHAURE: Sir, give me two minutes.

MR. DEPUTY SPEAKER: Alright. You may speak for two minutes.

SHRI BAPU HARI CHAURE: Sir, there has been a very old demand of my constituency in regard to new rail line from Manmad to Indore. When accompanying MLAs of my constituency, I went to see Laluji, he promised to take up the work if we submitted a letter of fifty percent sharing from Maharashtra Government. We made a request to the Chief Minister of Maharashtra in this regard and Shri Vilas Rao Desmukh, Chief Minister of Maharashtra and Shri Jayant Patil agreed for it. Thereafter Laluji assured to sanction the new line and take further action. Hence I would like to thank Laluji on behalf of the people of my constituency. There has been no provision for this railway line in this budget, hence I request Laluji to take further action and make a provision for it in the supplementary budget after approval. Dhule city is a corporate city having about four to five lakhs population. I demand to introduce a new train from Dhule railway station. The Railway Board tells us that Dhule station has no facilities for example the length of that

station is short, there is no provision for cleaning A.C. coaches there. Hence I request you to augment the facilities at Dhule railway station. Godawari Express running between Mumbai and Manmad should be extended upto Dhule. Pune is an important city from educational point of view as an I.T. park is situated there and everyday people go to Pune from Dhule in 25 to 30 luxury buses. Hence, I demand that a coach should be attached to Maharashtra Express. Similarly Nagpur is a very large city in Maharashtra and a large number of people from Nagpur go to Dhule. Hence a coach should be attached with Sevagram Express. Dadar-Amritsar (1057-1058) Express goes via Dhule and this train has one three tier A.C. coach and one sleeper coach but the waiting list at Dhule is very long. Hence I demand that another sleeper coach should be attached to this train so as to provide relief to the people going to Mumbai. I had demanded in the previous budget session also that a new train should be introduced from Mumbai to Nandurbar or Bhusawal via Surat. A train named Khandesh Rani runs on this route. It would facilitate the public of Khandesh and Southern Gujarat to go to Mumbai. I demand to introduce a Garib Rath from Bhusawal to Mumbai. ...*(Interruptions)*. This area is one of the backward areas. You have addressed Manik Rao Gavitji's concern by doubling Udna-Jalgaon line and I thank Laluji for that.

*[English]*

DR. C. KRISHNAN (Pollachi): Mr. Deputy-Speaker Sir, thank you very much for giving me the opportunity to speak on the Railway Budget 2008-2009. I am speaking on behalf of Marumalarchi Dravida Munnetra Kazhagam headed by my beloved Leader Thiru Vaiko, Leader of the Tamils world over.

Sir, broad gauge conversion is pending ever since Independence and no work so far has been done except some works towards conversion of BG, and they are making estimates and all that. I would request the hon. Railway Minister to take up the broad gauge conversion as early as possible and complete it as early as possible and that has to be done from Dindigul to Palani, Pollachi-Coimbatore, Pollachi to Palghat. This is a very important area. Palani is an important pilgrim centre. Pollachi is a tourist centre. There is a wild life sanctuary. There are many dams attracting visitors all through the year.

Further Sir, when Salem Division was formed, the Kinathukadavu and Pollachi areas were handed over to Palghat Division of Kerala. This was neither informed to

me nor was I consulted. The people are very much worried over it.

Sir, there is a stretch of railway track and management from Tirunelveli-Nagarcoil up to Kanyakumari, which is also with Thiruvanthapuram Railway Division. That also should be taken back and handed over to Madurai Division of Railways.

Sir, with these few words, I wish to conclude and lay rest of my speech on the Table of the House.

\*Sir, my constituency is Pollachi which was previously a part of Madurai Division of Southern Railways. But when Salem Division of Railways was formed Pollachi and Kinathukaduvu area of Railways track and management was shifted to Palghat Division in Kerala without any consultation or information to the people's representative, to me as Member of Parliament elected from that region.

Sir, we welcome the formation of Salem Division of Railway which has been a long pending demand of tamilian people. But without any reason Pollachi Kinathukadavu has been handed over to Kerala. This is not a correct decision and it is against the will of the area.

Some Hon'ble Members from Tamil Nadu and Kerala have signed that paper relating to the transfer of these areas. I do not know how they could be authorised to sign such records which relate to transfer of an area to the Palghat Division in Kerala, which was earlier in the Madurai Division in Tamil Nadu. My people are very much disappointed and also are worried about the fact as to how an area in Tamil Nadu can be handed over to another Division in Kerala without consulting the person who has been elected by them. This is a real concern of the people of my area. In protest against this our Chief Shri. Vaiko had done a rail roko agitation on 19-9-2007 and for four days my Chief Shri. Vaiko also went round the villages enlightening them that in no way the local MP was consulted or informed about the transfer of that area to Palghat Division. Hunger Strike was carried out one day on 4-10-2007. Our Party also did a mass rally in Pollachi demanding that Pollachi and Kinathukadavu area should be brought back to either Madurai Division or Salem Division.

Further my Constituency Pollachi is a trade Center

well known for coconut trees, agricultural lands and an Industrial area in the Coimbatore District, Tamilnadu. It has five irrigation dams and a wild life sanctuary for tourist attraction, it has a population around three lakhs with 80 major villages. Tirupur, a big knitting and garment manufacturing industrial area with enormous export potential is nearby to Pollachi, Coimbatore District. Coimbatore, Calicut and Cochin are nearby Airports. Our town has vital importance over goods transportation as it lies in the middle of many important routes. We have about 2 crores of Coconut trees, the products and Bi-products of the coconut have to be transported throughout the country, Coir products have very good export potential.

Palani is a very famous pilgrim Centre, Topslip with the Indira Gandhi wild life sanctuary, Valparai with Tea and Coffee estates are important places of tourist interest. Further Amaravathi Dam, Thirumoorthy Falls and Dams Aliyar, Soliyar and Parambikulam Aliyar Project, Walayar Dam in Kerala nearby to Pollachi are attracting tourists during all the seasons of the year.

The good old meter gauge of 140 KM stretch of Coimbatore-Dindigul and 40 KM stretch of Pollachi-Palghat should be converted as Broad Gauge which would help the public, trade, industry and the agriculture in these areas by establishing a link and easy access other parts of the country.

Our Hon'ble Railway Minister Shri. Lalu Prasad and Hon'ble MOS for Railways Thiru R. Velu have announced Rs. 30 crore during the budget 2007 - 08. In this budget also in order to take up and complete the BG conversion from Dindigul - Pollachi via, Palani, from Pollachi - Coimbatore from Pollachi to Palghat, enough money should be taken from the Central Railway Allocation through Planning Commission. I wish and request on behalf of the people of my constituency to take up and complete the BG conversion as early as possible.

The stretch of Rail track and management of 89 kms of Tirunelveli -Nagarcoil - Kanyakumari section in Tamil Nadu area is at present under Trivandrum Division of Kerala. This length of area is being neglected in welfare projects in these Railway Stations, left as un-cared of area by the Trivandrum Division. Railway Users and People of these area are finding it as step-motherly attitude by the Trivandrum Divisional Head. People are agitating against the inhumanly attitude of the Railway authorities. Therefore they urge upon the Government of India, the Central Railway authorities to part away this area from the Trivandrum Division and get it attached with Madurai Division for better care and management."

\*...This part of the speech was laid on the Table



SHRI ABU AYES MONDAL (Katwa): Mr. Deputy-Speaker Sir, I rise to take part in the debate on the general discussion on Railway Budget for the year 2008-09.

Firstly, I want to say that the Budget has some important as well as positive features, especially where people are suffering from all round price rise, the reduction in passenger fares will certainly provide some relief to the people concerned.

But in spite of this, it is a matter of sadness that some important on-going projects, as I know, in West Bengal are absent in the Budget. One of such projects is Bandel-Katwa Rail link having a long standing burning problem of not getting doubled. The people there are annoyed. Needless to say that Bandel-Katwa section, doubling of Bandel-Jirat (22 kms.) was primarily taken in the Railway Budget in the year 2002-03 and only Bandel-Banshberia (4 kms.) has been completed. Banshberia-Triveni (4 kms.) was targeted for completion for the year 2006-07, but it is not completed till date. The work of doubling beyond Jirat is not yet sanctioned. In the last year's Budget, the Jirat-Katwa (82 kms.) was taken for survey works, but nothing is mentioned in the Budget for the year 2008-09. The reason is not known to us. People of that area hoped that at least up to Nabadweep Dham station, all ten stations, would be sanctioned in the Budget for 2008-09. I demand that the sanction of doubling from Jirat to Nabadweep be included in the Budget for 2008-09.

Secondly, I would like to raise another case of Burdwan-Katwa (51.52 kms.) which was also taken up for gauge conversion in the last year's Budget on the basis of 50:50 share between Railway Department and the Government of West Bengal, but no progress has yet been done. Further more, the hon. Railway Minister himself announced that the works of conversion would be completed within two years in the Inaugural Function on the 30th June 2007 at the Katwa Railway premises.

The project is of Rs. 202.64 crore. Only Rs. 30 crore have been allotted in the Budget for this year. Nobody knows when it will be completed. In this context, while supporting the Budget, I demand that special measure be taken so that the project may be completed within the time as the hon. Minister announced.

With this, I conclude.

[Translation]

SHRI NAND KUMAR SAI (Sarguja): Hon. Deputy Speaker, Sir, I would like to remind hon. Minister that I had referred to some problems of my constituency in the House at the time of presentation of supplementary grants before previous general budget and discussed those problems with him personally also. Sarguja in Chhatisgarh is my constituency which has been linked by rail after 40-45 years. Hon. Minister of state Shri Naranbhai had come for inauguration but hon. Minister of Railways could not come. I would like to mention some minor issues. With lesser number of coaches it is not possible to carry all the passengers. There is a need to attach sleeper coach, AC-II and AC-III tier coaches to the train and change its schedule also. I had demanded that three new rail lines should be included in this budget after survey which would link the remote tribal areas with the whole country. Those three rail lines are Ambikapur to Jharsukhda, Ambikapur to Barmadi, and Ambikapur to Varanasi via Mayurpur. I would like to request for completion of these lines. ... (Interruptions)

[English]

MR. DEPUTY SPEAKER: Please sit down. Nothing is being recorded.

... (Interruptions)\*

[Translation]

SHRI NAND KUMAR SAI: Mr. Deputy Speaker Sir, after independence, the railways has expanded its network but the required development of railways cannot be achieved in a little time. When a farmer ploughs the land, he is judged by how he has ploughed at the edge. A good sari is judged by its beautiful border. The railways would not be developed in its totality until the railways reach remote and tribal areas because the railways signifies unity in diversity and is a medium to link the various cultures. Naxalites have grown in number there but the day railway expands its network to those areas, the naxalites would disappear. All these kinds of disturbances occur in areas where there is darkness, no railway network and no light of development. We hope that you would earnestly complete this work in remaining term of the government.

Mr. Deputy Speaker, Sir, everything is being done in our country but the country is losing national character.

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\*Not recorded.

It is good that you have promoted the sports. You have stated about tug of war. You are promoting Kabaddi, Kho-Kho in the country and it has built a new image of yours in the minds of people. I would like to request you to make efforts earnestly to expand the railway network in the country and meet the demands of my constituency.

SHRI JASUBHAI DHANABHAI BARAD (Junagarh):  
 Mr. Deputy Speaker, Sir, I rise to speak on the discussion being held on Rail Budget and would like to make my point straight away. The entire country is thanking hon. Laluji. I am also inviting hon. Laluji to expedite the construction work of a new railway station near Somnath Mahadev Temple in my constituency and inaugurate the same. The people of my constituency are eagerly waiting to welcome him.

Sir, there is no station ahead after the place from where I come. From there, if we go towards the South pole then we will find only water. Earlier there used to be a metre gauge line in my area. This line was converted to broad gauge after persistent demands for 20-25 years. That has been made operational some one and half year back. Our problem is that all the trains that were running in the area on metre gauge have now been discontinued completely. After making it broad gauge there is only a single train running for Durg, this is the train to Jabalpur. One train for Rajkot and one for Ahmedabad are also plying. My colleague Mr. Kathuriaji had also presented a map of what he had said. Our demand is that platforms should be constructed and drinking water facility be provided on all the stations falling on the Rajkot-Veraval broad gauge line. Work of foot overbridge on the platform is still pending. For boarding the train people have to cross the tracks to reach the platform.

I would like to demand from hon. Railway Minister that all the trains for Okha are passing through Rajkot zone which is 200 km from Okha, Somnath Bairawal is also 200 kms from Rajkot and trains are running daily to Dehradun, Varanasi, Guwahati, Ernakulam, Sikandrabad, Coimbatore from Bairawal. The demands of the people of my constituency can be met if these trains are further extended upto Bairawal.

Railway Ministry had announced that it will run trains for Char Dham from Somnath Temple. It should at least introduce a single train for Rameshwaram. After the laying of broad gauge line there are two cities – Keshudh and Junagarh which fall on the way. Half of the population is living on the other side of the railway track and there is

only a single under bridge in Keshudh. The people over there are demanding an under bridge for the metergauge trains and I have been continuously presenting that demand before the Railway Ministry and railway officials. Till date nothing has been decided and people have to face difficulties because the national highway and railway track are running parallel. There is only a difference of 100 or 200 meters between these two. The entire traffic gets jammed because the national highway passes through the city. There is another place called Vishadhar and construction work of bypass is going on over there. That under bridge is 18 feet deep and some work has been done there. The Ministry has sought some suggestions and had asked for depositing money, the money has also been depoite and now we would like to demand that its work should be expedited.

I would like to draw the attention of the Ministry towards an important issue. There is a huge problem of drinking water in Gujarat and Saurashtra and water pipe lines are being laid in the entire Saurashtra. Proposals are lying pending for laying of water pipe lines under 25 railway lines. A quick solution should be found in this regard. I will provide the list of to and fro trains between Rajkot and Okha to the Ministry and ask hon. Minister to complete the work of Somnath temple railway station and then come and inaugurate the same in the end of March or April. Our people want to welcome you. With these words I conclude my speech.

\*I would like to draw the attention of hon. Minister towards my constituency where no single train has been introduced in the last few years and the trains that were running earlier have now been discontinued after the gauge conversion into broad gauge.

I request you to kindly take appropriate action on my following proposals:-

1. The train running from Okha via Rajkot for different places during 5 days a week are empty between Okha and Rajkot and vice versa. Certain coaches of these trains should be extended upto Somnath Veraval. These trains are:

- |                           |                       |
|---------------------------|-----------------------|
| 1. 6377-Okha – Eranakulam | Saturday/ ,<br>Monday |
| 2. 5635-Okha – Guwahati   | Friday                |

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\*... \*This part of the speech was laid on the Table.

[Shri Jasubhai Dhanabhai Barad]

3. 9569 – Okha – Varanasi Thursday
4. 9265 – Okha – Dehradun Friday
2. The trains running thrice a week from Rajkot to different states may be extended upto Somnath Veraval. These trains are:-
  1. 7017–Rajkot–Sikandrabad Monday/Wednesday
  2. 6613–Rajkot–Coimbatore Sunday
3. New trains:-
  1. New train to connect Somnath pilgrimage to other famous pilgrimage centres of the country.
  2. New trains for connecting famous Somnath pilgrimage centre with Rameshwaram pilgrimage centre.
  3. Somnath Veraval to Mumbai.
  4. One more train from Somnath Veraval to Ahmedabad.
  5. A local train from somnath Veraval to Rajkot.
  4. The construction of Somnath railway station should be completed and inaugurated soon and all the aforesaid written proposals should also be announced.

Running these trains will help a large number of pilgrims and passengers of other areas also which will be really more important for the people.

You are requested to kindly consider the following issues also and take action in this regard.

1. Keeping in view the increased number of passengers, there is a need to increase the number of coaches in local trains running between Veraval and Rajkot.
2. 1st and 2nd AC coaches should be attached to the train running between Veraval and Ahmedabad and its old coaches should be replaced with new one.
3. There is a need to provide potable water, sitting facility for passengers, construction of foot over bridge and raising the height of platforms at all the railway stations between Rajkot and Veraval.

4. Electrification of the railway line between Rajkot and Veraval in Saurashtra region should be done.
5. After gauge conversion of Veraval-Rajkot railway line, local people are facing lot of problems. There is a need to construct an under bridge for small vehicles in Keshod city and one more under bridge in Junagarh city as there is only one under bridge in the entire Junagarh city which is insufficient in proportion to its population.
6. There is bypass road near Vishavdar across the railway line. The railway level crossing is closed when a train passes from there. It takes a lot of time to reopen and that causes heavy traffic jams there. Therefore, there is a need to construct an over bridge there also.

Immediate action should be taken on these suggestions so that the problems of daily commuters and pilgrims could be solved. All these works are important in the public interest.\*

SHRI RAVI PRAKASH VERMA (Kheri): Mr. Deputy Speaker, Sir, I will mention a few points in a very short time and then lay my speech. Hon. Laluji has become an international figure. He has made a history consecutively for the third time. I think the entire House is with us and I would like to congratulate him for this. I would like to draw his attention towards the problem of my area. In his last budget speech he had given an assurance that Lucknow to Sitapur, Lakhimpur, Pilibheet, Bareilly line would be converted into broad gauge line. People respect his sentiments. They are waiting for the orders to be passed from Delhi in this regard. Please get it done. Lakhimpur is my parliamentary constituency. The train passes through its headquarters. In the absence of flyover, people face traffic jams there for hours together causing problems for them including children. Last month, the State Government sent a proposal with an estimate of approx. Rs. 9.5 crore. I would like to request him to accord sanction to the same proposal.

There is one more major issue. The trains pass through Dudhawa National Park. Many animals have died there in accidents. There is a popular demand to divert this track towards Palia to Tikunia via Majhgai Nidhasan. Thousands of online petitions from all over the country have been sent to him in this regard. He is requested to get it done. To provide access to Dudhawa National Park

from Lucknow, A DMU train should be introduced on this route. It will not only promote tourism but generate employment opportunities also for the young people. With this, I would like to lay rest of the points on the Table.

\*Sir, I would like to draw attention on some of the problems of my parliamentary constituency while discussing the railway budget 2008. In his last budget speech, the hon. Railway Minister had mentioned to convert the meter gauge line of Lucknow-Maleni-Bareilly division of Northern Railway into broad gauge line. The people in this entire region wholeheartedly welcome this announcement. This route can be developed as freight corridor and can become a medium for removing the regional imbalances. It can benefit the people of Bareilly, Sitapur, Lakhimpur, Pilibhet and Lucknow and can improve their economic condition which can boost industrial development in those areas. The world is taking the shape of global market with India as one of its prime locations. Since long, a need is being felt to construct express railway corridor starting from Western Europe to Far flung south eastern countries via middle east and India. This corridor on one hand can give inter-continental shape to our economy and on the other it can prove to be a milestone for the future of our young generation. Indian Railways and our leadership are fully capable to translate it into a reality. Now the time has come to work on it without any further delay. China is working on an ambitious scheme across Himalayas. Dudhwa National Park has been set up in my parliamentary constituency and 'Project Tiger' has been launched there. Many tigers, elephants and other protected animals have died in the accidents occurred here due to the train passing through it. Therefore, a popular demand is being made there to divert the railway line passing through this Sanctuary which is located on Gorakhpur division of Maleni junction in North-Eastern railway towards Palia station to Tikunia via Nidhasan. It would also provide railway facility to the local people. Thousands of petitions have been sent to Government of India from all over the world through internet in this regard.

SH 26 passes through my district Kheri. It passes through other districts also on Indo-Nepal border and is the main source of transportation in those areas. There is a need to construct railway over bridges on three railway crossings falling on it so that traffic could be sped up on this Highway. These crossings are 155 A Mallia, 138-B dhardhan and 118A – Rajapur. There is another

railway crossing 122A on the same railway line which is also needed to be repaired so that a bypass road for the traffic of Lakhimpur city could be constructed there.

There is a need to construct flyover particularly on railway level crossing 120 in Lakhimpur-Nagar on the same line. The Government of Uttar Pradesh has forwarded a proposal in this regard to the Ministry of Railways on 20.12.2007 with an estimate cost of Rs. 946.27 lakhs. This railway line divides the city into two parts, therefore, ROB is required to be constructed there. Palia, which is tehsil headquarter, is an important station in my district but computerized reservation system has not been started there so far. A large number of people of this area use railways to go out. This railway station is situated on Indo-Nepal border and Nepali people also use this station. Indo-Nepal Friendship Association has also made a special demand in this regard.

A demand is being made for the past many years to construct 'Yatri Nivas' at Palia, Gola Gokarannath and Lakhimpur stations. All these three cities are important for trade and tourism. Therefore, the need for 'Yatri Niwas' is being felt. In his last budget, the hon. Minister of Railways had mentioned to update the survey report for laying new railway line from Shahjahanpur to Gola Gokarannath. However, nothing has been done in this regard. He is requested to start this work.

The bridge constructed on river 'Sharda' has outlived its life and is in deteriorating condition. The floods in the river can cause heavy damage to the bridge. Therefore, special arrangements for the safety of the bridge should be made.

The loading of produce of farmers on ticket to Lucknow has been stopped at Bakeganj station as a result of which vegetable growers are facing a lot of problems. These farmers take their vegetables to Lakhimpur, Sitapur and Lucknow daily. My submission is that loading of said goods be restored at Bakeganj station.

There is a need to start a DMU from Lucknow to Dudhwa Wild Life Sanctuary, especially from tourist point of view. Level of catering should be improved. Increased traffic speed leads to economic growth. Therefore, there is a need to increase the speed of goods as well as passenger trains. There is also need to increase passenger carrying capacity of trains.\*

\*... \*This part of the speech was laid on the Table.

SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Mr. Deputy Speaker, Sir, after a long wait my turn has come to speak on Rail Budget 2008-09. I hope you would surely appreciate my patience. I warmly welcome the hon. Minister for presenting the rail budget for the fifth year in row. I would also like to congratulate him for getting the status of management 'Guru' in the country and also abroad. I would also thank him as everybody has been praising him for ensuring all round development. All the Members started criticising him after expressing thanks. I am sad to hear criticism from the Members even by those who have won favours from him.

Sir, I represent Katihar parliamentary constituency. It is divisional headquarters of NF Railway. Recently, Shri Laluji visited Barsai for inauguration of gauge conversion work started during NDA's regime. Several leaders of his party, other public representatives and I being M.P. from there, were also present. Today, I will repeat here what I had said there. During present regime, it is for the fourth time that I am speaking on rail budget, this one being fifth budget. I am not saying anything new, I will repeat only old facts. It is said that elections are round the corner. The fear of election is reflected on every body's face. I still expect something from Shri Laluji. I would not go into details. What is the fault of Katihar? Tata Link Express connecting Bihar with Jharkhand, has been withdrawn. The people of Arariya, Kishanganj used to catch Tata Link Express from Magadh for going to Ranchi. What is our fault? I demand restoration of the said train before elections. I would say if the hon. Minister is unhappy with me, I will also be unhappy with him if he does not restore the said train. Tata Link has been withdrawn. At present, there is a train from Alipore Dwar to Ranchi. It runs via Borsoganj station in district Katihar and not via Katihar. Then it runs non-stop upto Ranchi via Malda. If the gauge conversion, which he has inaugurated is extended upto Malda from Katihar it will help the people of this area in catching a train for Ranchi.

I have one more request - which relates to a train called Hatebazare. The people used to board this train in the night and next morning used to do shopping in Kolkata and by catching a night train they were back home. Therefore, it was known as Hatebazare. When Nitish Kumarji was the Minister of Railways, he extended it upto Barauni. After extending upto Barauni, it used to be late by 7-8 hours. He has been very kind to Saharsa. I have no complaints. But the said train runs 7-8 hours late. He did so much but withdrew two bogies from the train, though extended it upto Saharsa. Number of passengers

have increased, but bogies have been reduced. I have no idea, why it has been done. I would urge him that Hatebazare. ...*(Interruptions)* Though I do not want to go into its details as it is also linked to elections, therefore, it was extended upto Barauni and now upto Saharsa. I would request the hon. Minister to start it from Katihar, then it will be alright. And add one III AC coach to it. The Minister of State is sitting here, who was quite active then. The Minister of Railways is himself noting down. If my request is cleared then Hatebazare will be a great success. I would say one more thing, Danapur-Katihar Capital Express has been extended upto Alipor Dwar beyond Jalpaiguri and upto Kamkhya thrice a week, which was earlier upto Guwahati. We accepted it, though we protested. But it is alright. If two reserved bogies and one III AC coach are attached to it, the people of Katihar, alongwith the political parties will be thankful to the hon. Minister. Now I am coming to the points. I will lay my speech. I have a lot to say, including certain old things.

MR. DEPUTY SPEAKER: He is agreeing with your demands.

SHRI NIKHIL KUMAR CHOUDHARY: He will do only if he listens to. I have risen to speak today because people say that I speak a stylist Hindi but what I say is not listened to in Lok Sabha. Therefore, today I sat here for my turn, thinking what I speak will be telecast and people of my area will see me and listen what I am speaking. They will listen to Laluji also. That is why I am speaking. You give me some time I will conclude my speech immediately. Shri Ram Kripalji I praise you also as you, too, help us.

Sir, Mahananda Express has been extended, but its bogies have been reduced. I urge the hon. Minister to add two reserved bogies and one III AC class bogey to it. Many a trains are stopped at Barauni, whereas, the pit line is in Katihar. The hon. Minister is aware that Katihar's pit line is 100 per cent saturated and it is utilized only 30 percent. There are three pit lines here and trains got stranded at Barauni for 12 hours. I have made mention of several trains, if these are sent there, their cleanliness can be ensured and it will be convenient for passengers also.

Sir, I have one more request. Muzaffarpur-Yashwantpur train runs once a week, if it is made thrice a week it will be immensely helpful to the locals. Its reason is that large number of students from here go to Ahmedabad and Bangalore for studies and others go for

medical treatment. If it is made thrice a week it will be greatly convenient.

During Shri Paswanji's stint at the Ministry of Railways, a survey was conducted, which is in full knowledge of you. At present, there is only one railway section, *i.e.* katihar-Manihari under katihar division. Since, he has also been Chief Minister of Bihar, so he is aware of every place. If train going upto Baluaghatti is extended upto Bholka, it will provide connectivity to Bengal.

A survey was conducted for it with estimate of Rs. 156 crore. I am referring to the situation 15-20 years ago. If a new survey is conducted and the said scheme is implemented then it would greatly benefit people of Katihar and Bihar.

Mr. Deputy Speaker, Sir, I would conclude by talking about the Sikh community. Katihar district has two Sikh pilgrimage places. Lakshmipur and Bhandarkar. Both are important places where a large number of people from the Sikh community gather to take part in various programmes. Lakhs of People gather there. We also participate in these programmes. But it is ironical that no train stops there. We would be grateful to you if all trains are given stoppage at Kalabera station from where Lakshmipur and Bhandarkar gurudwaras can be reached. I am cutting short my speech. I would just like to say that if you resolve these problems before the elections it would be of immense benefit to you and your party, as well as to me and the general public. I thank you with all my heart.

MR. DEPUTY SPEAKER: I had also received an application for providing stoppage of trains at that station.

\*SHRI NIKHIL KUMAR CHOUDHARY: Mr. Deputy Speaker, Sir, the people of Bihar and Jharkhand have been asking for construction of a road cum rail bridge between Manihari and Sahebganj for a long time. Jharkhand would get a direct link to Bihar and North-Eastern States once this rail bridge is constructed.

1. The Express train which used to run from Katihar to Jai Nagar via Darbhanga should be restored again.
2. A halt should be constructed at Hajiya which lies between Dalkola and Telta.

3. All passenger trains should be provided a stoppage at Bishanpur halt situated between Soneli and Jhausa.
4. 4083/84 Mahananda Express and 5610/5609 Awadh-Assam trains should be given stoppage at Telta and Sudhami respectively.
5. Radhikapur-Sealdah Express train No. 3145/3146 should be given stoppage at Azamnagar Road station.
6. An over bridge should be constructed at Goshala rail gate and Santoshi chowk rail gate in Katihar.
7. The departure time of new DMU trains from Patna and Katihar should be 6.00 in the morning in public interest. As much as 111 acre railway land is lying vacant in Katihar. There is a proposal to construct residential buildings for railway employees on the said land whereas a large number of such buildings are already available in Katihar. I request the railway Minister that construction of either a repair and maintenance workshop of diesel rail engines or a railway sleeper coach-manufacturing factory on this land would be more appropriate. With these words, I conclude my speech.\*

[English]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, first of all, I congratulate Shri Lalu Prasad for putting up such an excellent Budget which takes care of almost every section of the society.

Having said that, I come to the point. Last year while replying to the debate on Railway Budget, he said that he had approved the missing link of 16 kilometres between Modasa and Shamlaji which falls in West Ahmedabad Division of the Western Railway in Sabarkantha. I am sorry to say, but the work of this missing link has not yet started. There is hardly any allocation in the Budget for this work.

Secondly, I congratulate Shri Lalu Prasad for approving a project between Ahmedabad, Himatnagar and Udaipur. The cost of the entire section to the Railways would be Rs. 784 crore for converting the metre gauge railway line into broad gauge railway line. I also request him that the work of this section should also start immediately.

\*... \*This part of the speech was laid on the Table.

[Shri Madhusudan Mistry]

We demand that a survey be done in Ahmedabad Division of Western Railway from Khedbrahma to Ambaji to Abu Road, which will connect the entire region with Delhi.

Palanpur is now connected with Kandla Port. Its hinterland spreads right up to Madhya Pradesh. My suggestion to the Ministry is that from Palanpur, a new line can be laid to a place called Vadali in Sabarkantha, which will go to Himatnagar and from there, it will go to Udaipur. Udaipur-Ratlam section is already approved now. The entire Madhya Pradesh can be connected to the whole new freight corridor, which is in fact starting in a few years. It will cater to the needs of the entire Central India. So, this needs to be looked into.

Then, Modasa can be connected with a new railway line to Lunawada and Godhra, which is a stretch which has been missing. I am very happy that this Railway Budget in a way has changed the image of the Railway Ministry. Not only that, it has been so beneficial to the poorest section of the society. I offer my hearty congratulations to all the people who are working for the Railways and especially to Shri Lalu Prasad.

MR. DEPUTY SPEAKER: The next speaker is Dr. Sujan Chakraborty. I can allow you to speak only for three or four minutes.

DR. SUJAN CHAKRABORTY (Jadavpur): Sir, I will not take more than five minutes as I can understand the position.

First of all, I would like to congratulate the Railway Minister for presenting a very good Budget. He has turned the Railways into a profitable organization. Thanks to him for doing this.

I would like to speak in my mother language.

[Translation]

\*Sir, first of all I would like to congratulate the Railway Minister for basically a very good Budget and he has turned the Railways into a profitable organization. Hence for that. I would like to speak in my mother tongue, Sir.

My fellow members have raised various issues and I don't want to repeat those. I have only five points to mention. In the Eastern Railway, one major problem is that of the hawkers. There is a historical background and

\*English translation of the speech originally delivered in Bengali

I am not going in to that. 41 Members from West Bengal have met Hon'ble Minister and have asked him to provide licence to the hawkers. He committed he will look into this matter soon. In this context I would like to say that along with the developmental project undertaken by Railways, the very important issue of rehabilitation should also be taken up by the ministry. There is no other option here. Secondly, Metro Rail is the very significant mode of transport in Kolkata, we all know that. The extension work of Metro up to Garia is to be completed by 2008. This is March, 2008. 9 more months are left. It has already been delayed. So, special attention has to be paid to the completion of the pending work. Under the material modification work, there is a proposal to construct a sub-urban terminal at New Garia. The other proposal is to extend it to Dakshineswar. Since the city is expanded I want the Metro to extend to as well as Baruipur.

Thirdly, we are discussing about new railway lines. A proposal has come from the Eastern Railways for Baruipur-New Garia-Shaldah third Lines. It has reached the department. Mr. Minister while replying may kindly mention this. I also asked for the construction of much awaited Piali-Sonakhali-Dhamakhali line within Sundarban proposed by Eastern Railways. With special emphasis on Sundarban area, Joynagar-Jamtala-Joynagar-Raidighi line should also be constructed.

Fourthly, Sealdah and Howrah stations are extremely important undoubtedly. Mumbai is also significant; frequency of trains there is very high. So, why can't we develop Sealdah and Howrah just like Mumbai. The problem areas should be identified, the bottlenecks should be removed because the commuters are facing various problems. Accidents are rampant; in fact the statistics of accidents are available and we can understand the gravity of the problems. Thus the facilities for the sub-urban commuters should be developed. Along with that 12 boggi trains need to be introduced immediately. Six racks are yet to be provided to Sealdah and Howrah as committed by the Minister. New coaches and racks are the need of the hour.

Sir, in the Sealdah division, South section of Eastern Railway, Champahati local, Jaynagar local and Mograhat local are required. They should be introduced as soon as possible.

Lastly, railway over bridge is extremely important but due to the fifty-fifty sharing, the burden falls mostly on

the State Governments as a result of which safety is being compromised. Hon'ble Minister is aware of this. Thus, the ratio should be 25 is to 75 to reduce the burden of the States. There is no other alternative and this should be given due importance.

For sharing the cost of ROB, there is no other alternative to 25:75 ratio, and this must be taken note of and given due importance.

Kolkata is spreading its wings and along with its expansion Baruipur and Barasat are developing as two metro cities gradually. Previous ministers have also discussed this. So Baruipur-Barasat link is very much essential. I would like to congratulate the Ministry for the type of work it has undertaken and the splendid work they are doing. But probably the issue of out sourcing should be carefully looked in to; whether this out sourcing will negatively affect the performance of the Indian Railways which all of us boast of.

\*SHRI ANANTHA VENKATARAMI REDDY (Anantapur): Sir, thank you for giving me an opportunity to participate in the General Discussion on the Railway Budget for the year 2008-2009. I am happy that the Hon'ble Minister Shri Lalu Prasad and his Minister of State Shri Velu have been able to successively present fifth successive Budget without any increase in the fares and at the same time attaining record profits for the Railways. I congratulate both the Ministers for this record achievement. In this year the net profit has been shown as Rs. 25,000 crore. The Minister Shri Lalu Prasad has done a remarkable thing by reducing the fares to the common man and also in AC class journeys.

At the national level, the Minister of Railways has taken a progressive step in introducing many new features in the Railways like E-ticketing, green toilets and betterment of railway station premises etc. He brought in cheer among lakhs of Railway coolies by regularizing their services as Gangmen.

Coming to Guntakal division in South Central Railway, a large part of my constituency falls in this Division. This is the largest revenue earning division in this Zone and lakhs of tonnes of iron ore and other material are transported to Chennai port from this division thus fetching record revenues to the division. In his last Budget Shri Lalu Prasad has sanctioned a new line between Rayadurg

and Tumkur for which the total amount is required is Rs. 880 crore. In this year's Budget he has allocated a sum of Rs. 15 crore only. I request him to increase the allocation for this important new line connecting two States.

About the gauge conversion works between Kallur and Guntakal, the request him to see that the gauge conversion is completed at the earliest as it would benefit thousands of passengers who travel everyday. The Minister has also decided to give Nandalur - Guntakal work to Rail Vikas Nigam Limited.

One very important line in the Rayalaseema region is the Yerraguntla-Nandyal line for which Rs. 36 crore is allotted in this Budget. There is a need to allocate more funds for this line so that the work is completed on an expeditious basis. For Pakala-Dharmavaram gauge conversion work an amount of Rs. 76 crore is allocated and I am hopeful that the work would be completed this year. For Renigunta-Guntakal doubling work, which is pending for more than three decades, an amount of Rs. 86 crore is allotted in this year which is very much short. I request the Minister to increase the allocation for this work.

Sir, Anantapur district is one of the backward districts in Andhra Pradesh and it needs to be given every encouragement by the Ministry of Railways for its development. For more than ten years no new projects were announced by the Railways and it is only under the regime of Shri Lalu Prasad and Shri Veluji that some of these projects are announced. There is a need to increase the financial allocation in this year so that the works could be completed before next March.

As I mentioned, lakhs of tonnes of iron ore is transported from Guntakal division to Chennai port. Because of this heavy movement of goods vehicles, the track is getting congested and the passenger trains are running slowly. There is a need to have doubling of the line in order to facilitate smooth movement of traffic.

The existing meter gauge line between Anantapur and Dharmavaram is to be converted into broad gauge. At present it is being done only up to Kallur. The work should be taken up for doing gauge conversion up to Dharmavaram.

I now submit my request for introduction of some new trains. Two very important religious places—Tirupati and Shirdi—should be connected by a direct train which

\*Speech was laid on the Table.



[Shri Anantha Venkatarami Reddy]

would serve the needs of thousands of passengers in my district also. I request the Minister to run a day train between Hyderabad and Tirupati via Dhone and Tadipatri to facilitate people in my constituency to go to Hyderabad and Tirupati during day time.

At present a daily train is running between Secunderabad and Kurnool. The halting time at Kurnool is more than two hours which is an idle time. I have been requesting for extending this train up to Guntakal so that the Zonal headquarters and Divisional headquarters are connected by a daily train which would facilitate thousands of daily commuters.

Sir, I have brought out only a few points concerning the needs of the people of my constituency. I urge upon the Hon'ble Minister Shri Lalu Prasad and also the Minister of State Shri Veluji to kindly give special attention to my requests and sanction the projects and increase the financial allocations as mentioned.

I once again take this opportunity to congratulate the Minister Shri Lalu Prasad and conclude.

[Translation]

SHRI HARIBHAU RATHOD (Yavatmal): Mr. Deputy Speaker, Sir, I thank you for giving me the opportunity to speak.

First, I would like to thank the Railway Ministry, the Railway Minister and his colleagues. He has made an announcement for laying a new rail line from Nanded to Wardha via Yavatmal. I also thank the Maharashtra government for deciding to contribute the state share of Rs. 290 crore. I would like to thank Shri Vilasrao Deshmukhji too. I, through you would like to inform the House that a meter gauge line, called Shakuntala, runs along the Yavatmal-Murtazapur section which was laid during the British rule. I have been reiterating my demand for carrying out gauge conversion of this line from time to time. But the fact is that instead of carrying out gauge conversion of the line even the existing tracks are being dismantled and sold off. I would request the Railway Ministry to look into the matter. I had a meeting with the Chief Minister of Maharashtra and I was informed that only 4 percent rail lines have been laid in Maharashtra after independence. This is great injustice towards Maharashtra. An agitation is going on for improvement in

rail services in the Ahmednagar-Beed-Parli-Baljnath section. We had hoped that the Railway Minister would take care of our demands in the current rail budget but nothing has been done so far.

Mr. Deputy Speaker, Sir, now I would like to draw your attention towards suburban Mumbai. The rail network is the lifeline of Mumbai. Mumbai would come to a standstill, if the train service in the city fails. This very rail network is in a dismal state. Mumbai is a commercial city and 33 percent of its revenue earnings go into the coffers of the Union Government. The government should take care of it.

There is an underbridge in Dhamangaon but it has not been commissioned due to technical reasons. Thousands of people face difficulties because this bridge has not been opened for commuters as yet. The congestion at this crossing becomes unmanageable. The opening of this bridge is being delayed only due to technical reasons. I would request the Minister to look into the matter.

Mr. Deputy Speaker, Sir, Prerna Express runs from Nagpur to Ahmedabad. It should be either extended upto Abu Road or it should originate from Bikaner. Prajapati Brahma Kumari Ishwariya Mahavidhyalaya is situated at Abu Road which is visited by lakhs of people. People get waitlisted tickets for this place even two months in advance. I have repeatedly submitted representations in this regard but no reply is forthcoming. Hence I, through you, would like to place the people's demand before the House.

I had thought that a railway line would be laid for Nanded Gurudwara by the year 2009. Half of the work has been completed. A 75 km. long old rail track already existed there. Land was available and bridges were also present.

SHRI LALU PRASAD: How long will you speak, it is 11 O'clock now.

SHRI HARIBHAU RATHOD: I am speaking at this late hour only to thank you. There is no other reason.

SHRI LALU PRASAD: Then simply say thanks and lay your speech.

SHRI HARIBHAU RATHOD: Thank you.

[English]

SHRI FRANCISCO COSME SARDINHA (Mormugao): Sir, I rise to support the Rail Budget presented by Railway Minister. I must congratulate the Railway Minister and the UPA Government for giving an *aam aadmi* Railway Budget to the country.

Lots of sops have been given to the poor, rich, senior citizens and girl students. In fact every section of the society has benefited by this Budget. However, attention has not been paid to the unfortunate people who are ailing with terminal illnesses. I would like to bring a few things to the notice of the Railway Minister in this connection. We have the Tata Hospital in Mumbai. People from various States come to that hospital for cancer treatment. People also come for treatment of other illnesses and operations because there are so many good hospitals in Mumbai. The UPA Government has given many perks and benevolence to everybody. Before these people exchange the world, I want them also to benefit. So, my request to the hon. Railway Minister is that 100 per cent free traveling facility be given to these patients. They are accompanied by another person. Those accompanying persons should be given 50 per cent concession in the fare.

I must thank the Railway Minister for starting a new train from Vasco to Patna and also for increasing the frequency of Rajdhani. Goa is one of the important tourist destinations in the country and in the world. Many tourists come from all over the world to Goa from where they travel to Kerala, Chennai and other places. In every State there is a train starting from the capital. So, I would request the Railway Minister to start a train from Vasco to Kanyakumari. My colleagues from Kerala were also requesting for the same.

We have got Rajdhani but it makes only one halt in Goa, in Madgaon. So, people from North prefer to go to Maharashtra to catch the train. I would request the hon. Minister to allow that to make another stop near Panaji at Karmali station. Otherwise, people have to go all the way to Sawantwadi to catch the train.

These are some more demands which have been brought time and again to the notice of the Ministry.

1. Starting a daily passenger train from Vasco to Miraj and *vice versa* since there is not even one passenger train running between Vasco-da-Gama and Londa.

2. Connection to Tirupati (Haripriya Express) may be provided at Londa junction or provide an alternative new train from Vasco to Tirupati, Secunderabad and Hyderabad. This was assured by hon. Minister of State for Railways Shri Narayanbhai Rathwa during his visit to Goa at Margaon Press Conference. I hope he has not forgotten that.

3. Train No.7310/7309 Vasco-da-Gama to Yeshwantpur biweekly express be extended to Bangalore City with daily service and that be renamed as Siddharoodh Express.

4. Train No.6201/6202 Mysore-Dharwad Express be extended to Vasco-da-Gama at least thrice in a week since the train remains idle at Dharwad station from 0600 hours to 1940 hours everyday.

23.00 hrs.

From Vasco, Train No.2847 and 2848 Vasco-Howrah and Vasco-Amravati Express are running four days a week. My request is that it may be converted into a daily service. I am the only MP from Goa, please let me speak.

MR. DEPUTY SPEAKER: You may conclude and the rest of the speech may be laid on the Table of the House.

SHRI FRANCISCO COSME SARDINHA: One more last point, Sir. Many youth and farmers were displaced because of Konkan Railways but still they have not been employed. My request to the hon. Minister is that their children should be recruited as early as possible. I would like to once again congratulate the Railway Minister and his team for improving the railway situation in the country.

ADV. SURESH KURUP (Kottayam): Sir, initially, I would like to congratulate the Railway Minister on behalf of the people of Kerala for allocating sufficient provisions for one of the longstanding demands of the people of Kerala for the Railway Coach Factory in Palakad in Kerala. So, this is the first time I would say in my short experience in Parliament that Members and people of Kerala were more or less satisfied regarding the Railway Budget. I would also congratulate the Railway Minister for providing new trains to Kerala, which are highly essential.

I would like to say about the doubling of the railway line from Ernakulam to Kayamkulam *via* Kottayam and Alleppey. This is the most important railway line which Kerala owns for the economic development of Kerala.

23.02 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

In that Ernakulam *via* Kottayam line, enough provisions are available in the Budget for completion of the whole line but the work is moving in a very slow pace. Initial provision from Ernakulam to Mulanthiruttal was provided in the Budget some six years ago when Shri Nitish Kumar was the Railway Minister. Even now the work is going on. It would have been completed within a short span of one or two years but even now this work is going at a slow pace. Hence, I would like to state that for doubling of these two lines, sufficient provisions are not there for completing the projects. These two railway lines should be completed on a time-frame programme. I have requested the Railway Minister again and again that there should be a time-frame and within that time-frame this doubling project should be completed. Land has already been acquired but the work is moving in a fast pace.

Another long-standing demand of the people of Kerala is creation of a Railway Zone. I am sure that other Members have spoken about it. Like we have been demanding for the Railway Wagon Factory in Kerala, we have been demanding for this Railway Zone for quite some time but unfortunately the Ministry has not taken this into consideration. It is always stated that the Planning Commission would not agree for this.

But when other divisions are allowed in other parts of India, there should be no such obstacle here. Only when Kerala demands for a Railway Zone, which is highly essential for Kerala, they say all these things; it is because most of the funds which are provided for the Southern Railway, is being diverted to other parts, but not to Kerala. The funds which should have come to Kerala for other works, are easily diverted to other parts of the Southern Railway Division. So, if only a separate Zone is given to Kerala, funds will be properly provided to Kerala and funds will be properly utilized for Kerala. That is the most important thing. We underline that the most important need of Kerala is a separate Zone.

Another thing is that certain trains now already start from Alleppey. If the Railway Ministry considers this proposal, one or two trains can very well start from Kottayam, which is my constituency. It is only the next major station from Ernakulam and there are so many passengers going to various parts of India from Kottayam.

So, some trains that start from Ernakulam now, can very start from Kottayam.

Another thing is this. I have personally met Shri Velu and asked for certain stoppages of some trains at Chengannacherry, Ettamanur and Peravan Road Railway Stations, which are very important stations. In Peravan Road, Hindustan Newsprint Factory is there and also another cement factory is there. Only one or two trains stop in that station. So, railway stops for 2-3 trains which I have mentioned in the memorandum which I gave to Shri Velu, which is very well with him, should be given. This is what I wanted to say.

[*Translation*]

SHRI ASHOK ARGAL (Morena): Mr. Chairman, Sir, the hon. Railway Minister has presented the rail budget for 2008-09 in the House. He has not put any additional burden on the public and has rather reduced fares. The entire country has lauded this budget. But this budget has nothing to offer to the Gwalior division. I had put a demand before the Railway Minister during the previous budget speech that the Gwalior-Sheopurkalan-Kota rail line should be extended. The rail line going to Sheopur is 100 years old. It is a heritage line. Gauge conversion of that rail line is very important. I feel that the hon. Railway Minister should come to the House.

Mr. Chairman, Sir, the hon. Railway Minister has recently provided stoppage of Shatabdi Express at Morena railway station which falls in my constituency. For this, I express the heartfelt thanks on behalf of the people of Morena and Chambal divisions. The work on Guna-Etawah rail line has not been completed. It needs to be completed expeditiously. Similarly, Dhaulpura to Sarmathura is an old rail route. Gauge conversion on this line needs to be carried-out. Dhaulpur railway station, adjacent to my constituency, is the only railway station of Rajasthan. I want stoppage of Shatabdi Express there.

Sir, whenever we travel by trains, we find the toilets in a poor state. I have seen it in several trains. It needs a lot of improvement. There is problem with bedrolls also. Sometimes, it has been seen that wet bedrolls are supplied. It also needs to be improved. Mark-3 rifles are given to some jawans of RPF. If any hoodlum snatches something and runs away then the jawans can not run with these rifles as these are heavy. I had been on a tour of Europe. I did not see any railway security guard armed with rifle, SLR or Mark-3 there. I saw such arms

nowhere. I want that modern weapons should be provided to RPF which should be convenient for them and help them in nabbing the criminals.

Mr. Chairman Sir, I demand that the railway should issue pass to MISA detainees because several states like Uttar Pradesh and Madhya Pradesh have accorded them the status of freedom fighters.

Sir, the persons working in pantry-cars do not enjoy the status of workers. If any of them meets with an accident, the contractor leaves him in the lurch. I would like them to be insured for a sum of five lakh rupees by the contractor. It would help them.

Sir, Mahakaushal and Utkal Express Should have stoppage at Banmon Railway station in my constituency.

Sir, it is my humble suggestion that sale of paan (betel), Gutkha and beedi should be banned within a radius of 200 to 250 metres from the railway stations. It would help in keeping the stations neat and clean.

Sir, the railway quarters for the railway staff, which are situated near railway stations, are very old. I would like these old quarters to be demolished and new houses should be constructed for employees who work hard day and night.

Sir, I thank you for giving me an opportunity to speak. I lay the rest of my demands on the Table.

\*Sir, I welcome as well as oppose the rail budget 2008-09. I welcome the budget because you have not imposed any burden on the public during your tenure but I had earlier stated in this House that I would walk on foot from Muraina to Patna to welcome you if Gwalior-Shyampur Kala rail line is taken up for gauge-conversion. But I have not come across this in this budget whereas this rail line is 100 years old heritage line. The people of my parliamentary constituency have been disappointed. The public is holding an agitation for this demand on 17.3.2008 at Vahelaras.

Sir, the gauge conversion of this important rail line is essential. Guna-Etawah rail line was supposed to reach Etawah but at present the train goes up to Bhind only on this line. This line has not been expended at all during the last four years and I would like to expansion work to

be completed immediately. Dhaulpur-Sirmathura narrow gauge line of North-Central railway needs to be converted. I thank you on behalf of the public of Morena Chambal valley for providing stoppage of Shatabdi Express at Morena and demand the stoppage of Bangalore Rajdhani and Bilaspur Rajdhani at Gwalior station. There is a need to provide stoppage of weekly train Navyug Express and Hirakund Express at Morena railway station. Shatabdi Express should have stoppage at Dhaulpur railway station which is an important railway station in Rajasthan state. Only shuttle passenger train and Chhattisgarh Express stop at Banmore railway station. There is a need for stoppage of Mahakaushal and Utkal Express there.

It has been seen often that the toilets of trains are in a very poor state. Attention should be paid to cleaning of toilets at all the major railway stations. Cleanliness is necessary. The waste material is thrown from the trains at railway tracks and groups of animals gather on the tracks. An old weapon 303 is provided to RPF for security which is not suitable for train or station duty. I did not see any security personnel carrying a heavy weapon like rifle in Europe. The security personnel should be provided small modern weapons which would relieve them of extra weight and help them in running and nabbing the hoodlums easily. I would like to suggest that the Gutkha, betel and tobacco shops within a distance of 100 metres from the stations should be banned. The bedrolls supplied in various trains are not good and are even wet. Many stations do not have stoppage of trains. The stoppage of trains needs to be provided at those stations. The old railway quarters situated near the station and meant for the railway staff need to be demolished and new houses should be constructed for them.\*

[English]

DR. THOKCHOM MEINYA (Inner Manipur): Mr. Chairman, Sir, I rise to participate in the consideration of the Union Railway Budget, 2008-09 presented by the hon. Railway Minister, Shri Lalu Prasadji.

At the very outset, I would like to congratulate the hon. Minister and his team for having presented such a people friendly rather passenger-friendly budget for the fifth time under the UFA Government.

While congratulating the Minister, I would like to come down directly to the Annual Plan 2008-09. Here we have seen an increased investment of about 21 per cent and it really reflects the good managerial quality of the hon.

\*... \*This part of the speech was laid on the Table.

[Dr. Thokchom Meinya]

Railway Minister. Now I would like to come to the seven national projects ranging from Jammu and Kashmir to other parts of the country and four to five projects belong to North-Eastern India. It is very interesting to note that I come from a State which has never seen a train in the last 60 years after the State of Manipur got merged into the Union of India. The first railhead was laid at Jirighat and this would be constructed under the name of Jiribam-Imphal (Tupul) Rail Line. This is targeted to be completed by 2010. I strongly urge upon the Government and particularly the Ministry of Railways to see that this particular national project is completed in time. This project will take the train from Jiribam to Imphal then to Myanmar and to South East Asia. This will be a great step for the people of Manipur because when the railhead was laid at Jiribam, the people of Manipur were very happy. They thought that after this train passes through this State, their economic activities which are very slow for many reasons like bad communication and less infrastructure development in that area will speed up. People are looking forward towards development of their own activities. One interesting thing is that almost all the people there are now yearning for very fast development. As you know, this particular State has a lot of problems and the economic development is the key for all the solutions. Therefore, this has become very essential part of it. I have taken such a long time to see that this particular rail project is completed by 2009 because election is in 2009.

But the targeted priority is 2010. I wish that we should be able to see some of the works completed by then. With these few words I would like to thank the Railway Ministry, particularly the hon. Ministers for the kind gesture that they have shown to the State and also for presenting a very people-friendly, rather a passenger-friendly Budget.

[Translation]

SHRI SHANKHLAL MAJHI (Akbarpur): Mr. Chairman, Sir, we congratulate the hon. Minister of Railways for presenting this 25,000 crore rupees profit budget without increasing the passenger fare and freight rates and especially prepared for the poor, backward and rural people.

We also appreciate the dream projects and ideas of hon. Laluji. We thank hon. Minister of Railways for providing free passes to the students. We thank the hon. Minister of Railways and his colleague the Minister of

State in the Ministry of Railways for providing 50 percent concession to AIDS patients, concession to senior citizens and ladies, taking decision to acquire sick rail coach factories in order to save thousands of workers from being unemployed and promote employment, increasing the number of Garib Rath and converting all the express trains into superfast trains.

I have been listening a lot of things since 2 O'clock. I just want to raise some of the problems of my constituency. Hon. Minister of State in the Ministry of Railways, Sir, there is no facility for the people of Gautam Buddha's land Kabir Nagar and the great exponent of Socialism Dr. Ram Manohar Lohia's land Ambedkar Nagar to visit Allahabad which is a very sacred city of India. They have to take a detour of 600-700 kms. via Bhatni, Gorakhpur, Varanasi or Lucknow to visit the hon. High Court or the Sangam. They have no facilities for going towards South India either. The people of the land of the Gautam Buddha, Sufi Saint Kabir and Lohia have not done any crime. Trains have been running from Ambedkar Nagar to Tanda since the British times. If the Khalilabad line can be extended by 40 kms. via Dhanghata and only one bridge is constructed on the Ghaghra river, then Tanda can be connected. If Tanda is connected directly to Akbarpur and then to Sultanpur ... (Interruptions) Hon. Mr. Chairman, Sir, I have been waiting since 2 O'clock, therefore, I should also be given five minutes. I am not the one who speaks every time. I speak rarely, therefore, I should be given extra time.

Hon. Minister of State in the Ministry of Railways, Sir, if this line is connected then the people taking a detour of 500 kms or 700 kms. will be able to reach the hon. High Court, Allahabad and Sangam by covering just 200 kms and they can also take South India bound trains from there.

Tanda is a city of weavers producing the cheapest handloom cloth in the country. It not only provides livelihood to lakhs of weavers but is also visited by the traders, artisans and officers from all over the country. There are NTPC, sugar mill, JP Cement plant and a large trading center here. Lakhs of people go there and people of 4-5 districts will get the travel facility besides an increase in the income of the Railways if it is connected with a direct route.

Sir, I want to say one more thing that NER has its headquarters in Gorakhpur.

[English]

MR. CHAIRMAN: Please help me in concluding the proceedings.

[Translation]

SHRI SHANKH LAL MAJHI: I will conclude soon. I only need two minutes more. The traffic on the Gorakhpur to Chhapra via Lucknow line has increased by 150-200 percent within a decade. But, it is a single line track and it takes 6-7 hours to complete the 200-250 kms. journey from Lucknow to Gorakhpur. You had introduced intercity train which used to take 4-5 hours but now it takes 6 hours. This route has not been electrified and the slow pace at which the work of doubling the line is going on, I think that even in next ten years it will not be possible to link Lucknow with Gorakhpur. I demand that the doubling work should be completed soon in a time bound manner.

Hon. Minister of State in the Ministry of Railways, I had visited your office once. I had told you that the Ambedkar Nagar, which is the district headquarters ...*(Interruptions)* There is no pavement on the over bridge there. You had closed the crossing 83-A below it, which is just beside the railway station, when the over bridge was thrown open. Thousands, of children used to go from there and four persons have been crushed to death within four months. I demand again today that if you want that more persons from my district do not die, then the crossing 83-A under the over bridge near Akbarpur railway station should be opened again.

[English]

MR. CHAIRMAN: Please stop here. Nothing will go on record if you speak further.

... *(Interruptions)*\*\*

[Translation]

\*SHRI SHANKH LAL MAJHI: Sir, I congratulate the hon. Railway Minister for presenting the fifth consecutive railway budget with surplus of Rs. 25,000 crore without increasing the passenger fares and freight rates and also appreciate his dream project and his vision. Besides, I also thank him for:-

1. providing travel facilities to the students in the budget.

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\*\*Not recorded.

\*...This part of the speech was laid on the Table.

2. giving 50% concession in fares to the AIDS patients.
3. giving concession to the senior citizens and women.
4. saving thousands of labourers from becoming unemployed by acquiring sick coach factories with the aim of promoting employment.
5. increasing the number of Garib Rath trains.
6. introducing 53 new trains.
7. converting several express trains into superfast trains.
8. according the status of railway employees to porters.

Sir, railway is the lifeline of the country and for life it is necessary that each organ keeps working. There should be uniform, sufficient representation and development in all the parts of the country. The manner in which the former headquarters of NER, Gorakhpur (GKP) was neglected and transferred, it puts a question mark on the clear thinking of the hon. Minister.

Sir, traffic on the Lucknow-Gorakhpur main route has increased by 150-200% in the last decade but the doubling work on this track has not been completed so far. It has been completed upto Manikapur only which creates unnecessary delay. I demand that electrification and doubling work of the Lucknow-Gorakhpur line should be completed in a time bound manner in the next two years at any cost.

Sir, I demand that the Faizabad-Mumbai train should be extended to Akbarpur to link Mumbai and Delhi directly and train services should be provided upto Tanda.

Sir, there is no direct route from NER headquarters, Gorakhpur to South India. I urge the hon. Minister of Railways to connect Gorakhpur with world famous Sufi Saint Kabirmath Maghar, Dhanghata, Tanda Mahirpur, Akbarpur, Sultanpur, Allahabad, Bangalore and then Chennai. For this purpose, a new rail line between Maghar and Khalilabad, a section of 40 km will have to be laid and a bridge on river Ghaghra would be required to be constructed connecting Tanda and Akbarpur directly, with district Sultanpur at a distance of 40 kms. it will connect Gorakhpur, Akbarpur (Ambedkarnagar) Sultanpur, Pratapgarh, Allahabad directly. It will provide direct route

[Shri Shankh Lal Majhi]

from Allahabad High Court to Poorvanchal and also to South India – facilitating lakhs of south bound passengers. It will also earn revenue of lakhs and crores of rupees for railways.

Sir, for namesake there is one train Kaifiyat Express from my Parliamentary Constituency – also a district headquarters to Delhi. But the bogies provided in this train are worse than those of passenger trains. I had requested the hon. Minister to upgrade Kaifiyat Express to Super fast train, attach good coaches and pantry car to it and also for ensuring its running as per scheduled timings as it generally runs late by 3-5 hours daily and also to start it from New Delhi instead of Delhi Jn. Today, again I repeat my demand that this only train on the said route should be started from New Delhi and passenger amenities be improved in the Kaifiyat Express.

Sir, Azamgarh, Faizabad, Bahroch state highway was inaugurated last November at Ambedkarnagar district headquarters. The railway level crossing number 83A was closed on the day of the inauguration. The traffic i.e. buses, trucks etc. on the said overbridge remain congested. During last 3-4 months 3-4 people died in accident on the said overbridge. I had met the hon. Minister personally and requested him for opening closed level crossing number 83A again. The hon. Minister gave assurance also but the level crossing has not yet been opened. It has led to resentment amongst the locals. People are in agitating mood. Sir, through you, I request the hon. Minister to open the said level crossing.

Sir, there is no AC retiring room at the station and there are only two booking counters resulting in long queues for reservation. Therefore, I urge for opening two extra booking counters. I also demand for taxi stand at Akbarpur railway station and there is enough space for booking of goods and storage but hardly a place for parking of vehicles. There is acute shortage of staff at the station. My submission is that staff should be recruited as per the sanctioned strength so that people do not have to wait in long queues. I am grateful to you for having permitted me to speak. With this I conclude.\*

SHRIMATI JAYABEN B. THAKKAR (Vadodara): I would like to thank the hon. Minister of Railways as my last year's demand regarding construction of rail overbridges in my parliamentary constituency, the work for construction of an ROB at Makarpura GIDC railway crossing, second at Navayai, third at Demeshbhil. ...*(Interruptions)* and fourth at Lalbagh has already started.

These ROB's fall in mine as well Shri Narayan Bhai Rathwa constituencies. I am grateful to him as he accepted my demand and construction work has already started. I had also demanded for a rail line between Ahmedabad and Patna. The people of Bihar Sanskritik Mandal has made a demand in this regard. As many as 30-40 thousand people of Bihar who are walking here have also made this demand. I am thankful to him for having accepted my demand. I also demand for a new rail line between Baroda and Haridwar.

Sir, I would also like to draw his attention to an unfinished job. Bhumiujan of station building in western side of Alkapuri was done some eight months ago. The work of the said building should be completed at the earliest.

I would also like to draw his attention to another issue. I would like to draw his attention to the important demands of the Govt. of Gujarat forwarded to the Ministry of Railways. First, for crossing the railway level crossings the clearance or approval of competent officer has to be obtained under Jath Pani Purvatha Yojna in villages for different projects. It takes time and consequently it leads to escalation of cost and ultimately people are deprived of important facilities. At present, certain similar projects are getting delayed in Jamnagar, Kutchch Panchmahal, Navsari, Rajkot, Khara and Surat districts. ... *(Interruptions)*. My submission is that such pending projects should be cleared and completed expeditiously. ...*(Interruptions)*

There is a railway level crossing near Pilol under my Parliamentary constituency. The said level crossing remains closed after noon and the evening, consequently the people have to travel an extra 15 kms. The local people have given a memorandum to the Minister of State in the Ministry of Railways, Shri Narayanbhai Rathwa in this regard. The work on this crossing should be completed out of this budget allocation itself. Sayajinogai, starting from Baroda, has been extended upto Kutchch. I have no objection to it, but three coaches should be added to it from Baroda so that youth going from Baroda for daily chores can travel conveniently.

Ladies compartment in Lokshakti Express is very small. A large number of ladies travel by the said train. There is a need to provide a good coach in place of the present one.

Bhajans and old film songs used to be played on trains earlier but since the last three or four years this practice has been stopped. Now-a-days only recordings of musical instruments is played which sounds monotonous. I would like the earlier trend to be reverted to. I have discussed this issue. If this demand is fulfilled, it would be a welcome step.

I would like to make some suggestions. Gujarat has many GIDCs such as Baroda, Ranauli, Makarpura, Nanadseri etc. Similarly, a lot of people travel to Ahmedabad and Vapi for work. The frequency of DMU and EMU trains to these places should be increased. Benches, drinking water facilities, pictograms, foot overbridges, booking windows etc should be augmented at the small stations in my constituency.

A survey should be conducted of all the trains which are running without pantry car. This facility should be provided in more trains. Scrap material is strewn about on roadside tracks in seven divisions of Western Railway. If this scrap is auctioned or disposed of through local bidding it would earn crores of rupees as revenue for the railways which can be used to improve public facilities. ...(*Interruptions*).

A washing line should be built in Gujarat on lines of the line constructed by Konkan railways for washing a train with upto 22 coaches in merely 20 minutes which cost Rs. fifty lakh. Such a washing line should be constructed in Baroda, Palampur, Mahua and Veraval in Gujarat.

I thank you for giving me time to speak. With this I conclude.

DR. ARVIND SHARMA (Karnal): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. All the parties whether they belong to the ruling alliance or to the opposition. ...(*Interruptions*) have supported the railway budget and appreciated it. I would like to congratulate the hon. Railway Minister on this occasion. Every one has highly commended this budget. I would like to congratulate the hon. Minister on behalf of my colleagues as well.

Mr. Chairman, Sir Commonwealth Games 2010 are round the corner. In view of the forthcoming Games, I would like to request the hon. Minister to provide more facilities at all the railway stations that lie within a radius of 200 km from Delhi. These stations should be made

model stations and Express, intercity and passenger trains should be run from these stations. All facilities available in a top grade station should be made available at these stations. I would like to draw the attention of the hon. Minister towards a demand which I have been raising for the last four years. Last year the hon. Minister had given me an assurance that he would fulfill my demands. Shan-e-Punjab train has been passing through my constituency Karnal for the last 22 years. A large number of our Sikh brethren reside in Karnal. This train would attract a large number of passengers at this station who want to visit Golden Temple in Amritsar and go to 'Radha Sawmi Satsang'. I would like to request the hon. Minister to provide for merely half-a-minute of stoppage of this train at Karnal. My second request is regarding the Himalayan Queen train. ...(*Interruptions*). Passengers want that train to have a stoppage at Samalakha. ...(*Interruptions*)

Mr. Chairman, Sir, kindly let me speak for a minute. My demand is that Himalayan Queen Express should be given stoppage at Samalakha. Secondly, G.M. Express used to stop at Gawanda. But for the last six months this halt has been discontinued. This was a very important train. It had a stoppage at this station for the last 20 years. I would request the hon. Minister to restore the stoppage of Jhelum Express at the station. Stoppage should be given to Himalayan Queen at Samalakha and Shan-e-Punjab at Karnal.

After one last point, I will lay my speech. I would request the hon. Minister that a Jammu-Amritsar-Delhi Garib Rath should be started. The facilities provided for sports persons by the Railway Minister are commendable. I would like to congratulate him for that. They should be given all possible facilities. I have another small demand that a new reservation counter should be opened in Karnal. This reservation counter should cater to the handicapped senior citizens and women.

[*English*]

\*I have had some suggestions to you regarding the long pending genuine demands and problems faced by the rail users and general public of my Karnal Lok Sabha Constituency during the budget sessions and the Zonal Meetings by the Railways officials from 2004 to till and thanks for your endeavour to examine the positions of the issues raised by me and action taken by you accordingly.

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\*...This part of the speech was laid on the Table.



[Dr. Arvind Sharma]

I am again drawing your kind attention regarding the same pending major demands and problems of the daily commuters and general public of Karnal Constituency which are not resolve till now by the Railways. These are the following suggestions:-

1. **Stoppage of Himalayan Queen at Samalkha Railway Station Distt. Panipat (Haryana):** According to the remarks given by the Railways authority for stoppage of this train is about to nil due to the decelerating speed but there is very heavy demand of the daily commuters/public of Tehsil Samalkha which cover 60 villages of the area for the stoppage of this train as they are earning their livelihoods from different places like, Panipat, Kamal, Kurukshetra, Ambala and Chandigarh as these are industrial and business cities and I am giving surety to you that the Railways will get definitely maximum revenue after stopping of the train.
2. **Stoppage of Shan-e-Punjab at Karnal Railway Station Up and Down:** It comes to my notice that this train always stopped unnecessarily near the Trawari Railway Station when the Shatabdi Express crossed the above Railway Station. This unnecessarily stoppage time may be utilized by Stopping the Shan-e-Punjab at Karnal Railway Station. Everybody knows that Karnal is a historical and religious place from which thousands of pilgrims used this track to visit the holy places like Amritsar (Golden Temple), Bias (Radha Swami Satsang) and other places daily. If stopped this train at Karnal the Railways get maximum revenue also.  
  
P.S.:—Both the trains are running for the last 22 years on this track and the speed of these trains are increasing. But the stoppages are same; the railways authorities can recommend more stoppages of above two trains.
3. **Stoppage of Jhelum Express at Gharounda Railway Station Distt. Karnal:** This train has earlier stopped at the above said station now these days again there is no stoppage of Jhelum Express at Gharounda Railway Station which is a mockery to the daily commuters and general public of Karnal Constituency. It is requested that the strictly order should be given to the officials of railways for stoppage of Jhelum Express at Gharounda Railway Station.

4. **Opening of a New Railway Reservation Counter at Karnal Railway Station (extra window):** From starting, I received so many applications and representations by the Senior Citizens, handicapped and ladies of Karnal for the extra window at the Karnal Railway Station to get/reserve tickets easily due to the heavy rush. This window should be strictly reserved for the above citizens as the Railways Board issued some guidelines to upgrade Karnal Railway Station as a Model Station with all desirable amenities.
5. **Kachha Phatak at Lord Shiva Gaushala, Shahpur Distt. Panipat at Rohtak-Panipat Line and Kachha Phatak at Village Naultha, at Railway Station side Road Distt. Panipat:** The Gram Panchayats of this area have already submit their resolutions to the Railways authorities and me for making necessary Kachha Phataks due to avoid the serious accidents as the farmers are using this Track with their cattles to cross these lines daily.
6. **Provision of L-xing at Azad Nagar and Sanjay Colony (Panipat):** It is a very densely populated area and long pending demands of the inhabitants of these colonies for making L-xing at the above said points as many major accidents had been occurred monthly due to non L-xing at that places after many written complaints to the Railways authorities. The Residents Welfare Association and other organizations and myself submit proposals to the Railways many times and funds had been arranged by the local organizations/ local municipality/ state government earlier, but, there is no action up till now on public grounds.
7. **Introducing of one Garib Rath from New Delhi to Jammu Tawi via Amritsar:** Firstly, I am very thankful to you for introducing the Garib Raths for the people of India. In this continuation, I had already requested the Hon'ble Railways Minister in my previous railways budget speeches for introducing one Garib Rath from New Delhi to Jammu Tawi via Amritsar which covers the northern states of India i.e. Delhi, Haryana, Punjab and Jammu Kashmir. The proposed Garib Rath gains the heavy revenue and it is most beneficial for the railways in future also.

8. Regarding the position of parallel road at Gharonda Station near the railway quarters to the Grain Market, Gharonda Distt. Karnal: As you explained in written that there is a traffic jam on civil road leading from L-xing No.63 to Gharaunda town to avoid congestion on civil road because on behalf of public had recommending the railways authorities to release the railway land near the railways quarters of this station for developing a alternate road earlier but the same had not examined up till now by the Railways.

PS: I suggest that the railways can make result oriented proposals to resolve these major problems and any help from State Government in these problems.

9. Proposed and under proposed Railway flyovers at Gharaunda, Karnal and Trawari Railway Stations: These are very heavy demands of the public of above said cities. I expect that Northern Railways authorities will make the proposal and submit that proposals to Ministry of Railways/Railways Board for approval.

10. Introduction of New Passenger Trains and Stoppage of Express Trains and up-gradation of existing stations to Model Stations across NCR (up to 200 Km approx): Thousands of daily commuters/passengers/general public travel by trains on Delhi-Chandigarh track. Moreover, in view of the Commonwealth Games, these important stations should be upgraded as Model Stations and new trains should be introduced soon. All this will generate a lot of revenue also.

11. New Railway line from Panipat to Jind via Assandh (Dist. Karnal): Railway authorities had already conducted a Survey on this important route. However, further work is still awaited.

I hope that you will take these matters on priority basis and re-examine for public welfare. I shall be highly thankful to you.

I am once again thankful to the Premier Railways Minister.\*

[Translation]

SH. SHISHUPAL N. PATLE (Bhandara): Mr. Chairman, Sir, Thank you very much. I would like to thank Sh. Lalu Prasad Ji for presenting the railway budget. However, I would like to tell him that some injustice has been done to Vidarbha. Earlier I had met Laluji and make him aware of difficulties in my constituency. In the first year he obliged me but in the second year I do not know what made him angry, may be because his party candidate could not win from there. If he works for this area, his candidate may win otherwise his candidate would be defeated by a bigger margin next time. Therefore, I would like to submit to Shri Laluji that I had met GM, Bilaspur three-four times in regard to the problems of my constituency. He had sent a very positive proposal to Ministry of Railways in this regard. The foremost and one of the important problems of my constituency is that the 12 km long railway line between Tirodi and Kantgi which connects Maharashtra with Madhya Pradesh is not functional since Independence. Due to this, poor people of this area have to take a long route of 300 kms. Connecting this 12 km long railway line will not only facilitate the local people but also earn huge revenue to the railways. Another important issue is that we had to launch "Rail Roko" agitation to get the Vidarbha Express extended upto Gondia. However, even after its extension it has not been provided stoppage at Tumsa Road and Tiroda. I request him today to grant approval for stoppages of this train at Tumsa and Tiroda Road.

Sir, Gandwana Express is running there for a long time but does not stop at Tumsa Road. This train should be provided a stoppage there. I also request him that a very old train Gitanjali Express and the other Azad Hind Express from Pune to Kolkata should be provided stoppage at Bhandara. Injustice has been done to Vidarbha. I thank him for the Garibrath introduced between Nagpur and Pune. ... (*interruptions*)

[English]

MR. CHAIRMAN: Please conclude now and lay the remaining part of your speech on the Table of the House. Nothing will go on record now.

... (*Interruptions*)\*

[Translation]

DR. DHIRENDRA AGARWAL (Chatra): Sir, I rise to support this railway budget. The hon'ble Minister of

\*Not recorded.

[Dr. Dhirendra Agarwal]

Railways has presented a unique budget consecutively for the fifth time. I must say that this budget justifies the sense of this saying "Sarvjan Hitay, Sarvjan Sukhai". I am sure that his name would be written in golden letters in the history of Indian Railways for the magnificent budgets presented by him during the last four years.

Sir, my parliamentary constituency is backward and naxal affected area. There is a proposal to connect Gaya with Chatra Daltanganj with Gaya through railway line. Another proposal is to restart the Chirmire line. My request is that all the tree works should be started immediately so that people of the area could be benefited and you could get the blessings and love of people over there. Besides, the Garib Rath announced in the budget between Banaras and Delhi should run from Gaya to Delhi. Also the Garib Rath which is going to be introduced from Ranchi should run via Daltanganj to facilitate the people of this area also. Alongwith it, I also request that all the express trains passing through my area 'Baravadih' should be given stoppage there. There are some other problems also e.g. there is problem of drinking water in the railway colony. A solution should be found to all those problems. I have given a proposal to construct an overhead bridge at foot over bridge in Barvadih. People of this area would be happy and benefited if action is taken on it. I express my gratitude to him for acceding to the long pending demand of the people of my area. He has obliged me and people of my area. I am very grateful to him.

**\*\*PROF. CHANDRA KUMAR (Kangra):** Sir, I support the railway budget. I would like to place a few points regarding Himachal Pradesh. The narrowgauge railway line between Pathankot and Joginder Nagar should be converted into broadgauge and it should be extended further upto Kullumanali, Lahaul, Tibbet and China border. A Shatabdi Express should be introduced from Delhi to Pathankot. A booking office should be opened at Pathankot Kangra velly platform.

Sir, Meghrajpur, Nandpur, Kopad, Lahad, Panchrugi railway level crossing should be provided at Valekey Pir railway station on Pathankot-Joginder Nagar railway line.

[English]

**SHRI KHARABELA SWAIN (Balasore):** Mr. Chairman, Sir, I will confine my speech to only one point and that is about railway security. We have got the Railway

Protection Force and we have got the Government Railway Police. Since law and order is a State subject, all the crimes committed inside the railway coaches or on the railway stations are dealt with by the GRP, and the RPF's only job is to protect the railway property. As you know, all the unwanted police personnel of the State are sent to the GRP.

Sometimes it is very strangely found that GRP files cases against the RPF personnel. Now, the RPF organisation is being headed by an IPS officer who comes on deputation. The DG, RPF, most of the time, does not have much of expertise on the functioning of the RPF. He somehow enjoys a good time while in the Railways.

My request to the hon. Railway Minister is that he should build up the RPF officers' cadre. The RPF officers are recruited through the Central services and they should not be held up at the DIG's level for seven to eight years. If they are given promotion early, there shall be continuity in the RPF cadre and the RPF cadre will be sustained and these officers, with their vast experience, can lead the RPF.

I will also further request the hon. Prime Minister, through the hon. Railway Minister, that the Constitution should be amended to confer more law and order powers to the RPF personnel because the RPF personnel has got some accountability whereas the GRP has got none. So, this is my point of preference to the hon. Railway Minister.

I have got some small demands, which I shall, with your permission, lay on the Table of the House.

\*Through you, I shall request the Hon'ble Railway Minister to implement the following railway projects in my constituency Balasore in Orissa.

- (1) Rail under bridge may be constructed at Tamulia Fatak level crossing in between Balasore and Nilagiri Road Station of Kharagpur Division in S.E Railways.
- (2) Road Under bridge also may be constructed at the Uttareswar level crossing near the western cabin of the Soro railway station in the KGP Division of S.E Railways.

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**\*\*Speech was laid on the Table.**

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**\* This part of the speech was laid on the Table**

- (3) A daily Fast passenger train may run in between Baripada-Howrah in the KGP Division of S.E. Rly.
- (4) The 203/204 Kharagpur-Bhubaneswar Fast Passenger should run via Cuttack instead of Naraj. This will reduce the running time of the train and it will connect a very important Station like Cuttack which is having the only Medical College of Eastern Orissa.
- (5) The goods shed of Balasore railway station in the KGP Division of SE Rly. should be provided with shed cover. The same platform also be concretised so that the goods are not thrown as the mud and dust.

- (6) The Puri-Okha Express train should run once a week via Balasore, Kharagpur and Nagpur.\*

SHRI LALU PRASAD: Very good.

MR. CHAIRMAN: Hon. Members, the discussion on the Railway Budget is over and the reply by the hon. Railway Minister on Railway Budget will be tomorrow.

The House stands adjourned to meet again tomorrow, the 11th March 2008 at 11 a.m.

23.42 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 11, 2008/Phalguna 21, 1929 (Saka).*

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