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(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Wednesday, March 01, 2006/ Phalgun 10, 1927 (Saka)

The Lok Sabha met at Eleven of the Clock

(MR. DEPUTY SPEAKER in the Chair)

...(Interruptions)

[Translation]

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Deputy Speaker, Sir, 65 people have been killed in naxalite violence in Chhattisgarh. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: I will listen to you during 'Zero Hour'.

...(Interruptions)

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, the State administration in Andhra Pradesh has failed to conduct by-elections in Visakhapatnam-I Assembly constituency in a free and fair manner. ...(Interruptions)

MR. DEPUTY SPEAKER: I have not received any notice from you. I will try to give time to you during 'Zero Hour'.

...(Interruptions)

SHRI KINJARAPU YERRANNAIDU: Sir, the elections were cancelled there and re-polling had been ordered. Please allow me to raise this important matter. ...(Interruptions)

MR. DEPUTY SPEAKER: I will give you time during 'Zero Hour'.

[Translation]

SHRI RAMJI LAL SUMAN: There can be no barbaric act more than this. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: I will listen to you in 'Zero Hour'.

[Translation]

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, it is a very serious incident. ...(Interruptions)

SHRI MADHUSUDAN MISTRY (Sabarkantha): There has been intelligence failure in Chhattisgarh. A large number of people have been killed there. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: I will try my best to listen to you during 'Zero Hour'.

Shri Krishnadas, please sit down. I will listen to you during 'Zero Hour'.

11.02 hrs.

ORAL ANSWERS TO QUESTIONS

MR. DEPUTY SPEAKER: Shri Suravaram Sudhakar Reddy, Q. No. 142.

Empowered Committee on Power Sector Reforms

*142. SHRI SURAVARAM SUDHAKAR REDDY:
SHRI C.K. CHANDRAPPAN:

Will the Minister of POWER be pleased to state:

(a) whether the Government had set up an Empowered Committee (EC) to expedite power sector reforms;

(b) if so, the details thereof;

(c) whether the Government has expressed concern over the anticipated slippage of new power generation capacity and suggested some measures;

(d) if so, the details thereof;

(e) whether the EC has made any recommendations to expedite power sector reforms and add new power generation capacity;

(f) if so, the details thereof; and

(g) the reaction of the Union Government thereto?

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

Statement

(a) No, Sir.

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

(c) and (d) There have been delays in execution of a few generation projects from the 10th Plan target envisaged at the time of mid-term appraisal.

To avoid delays in execution of projects monitoring mechanism has been strengthened. Measures taken include:

- regular inter-action with Ministry of Environment & Forests, Finance Ministry and Planning Commission;
- quarterly review by Ministry for each Central Public Sector Undertaking;
- quarterly review by Ministry with Central Electricity Authority for all projects of the country;
- video conferencing with Chief Executives of select projects at more frequent intervals; and
- visits to projects.

(e) to (g) In view of (a) above, do not arise.

SHRI SURAVARAM SUDHAKAR REDDY: Sir, my question is regarding the power reforms. The Minister has replied that no Empowered Committee has been set up. The power generation in the country is going through a serious crisis, as a comprehensive policy is not there. Last year, the manufacturing sector has grown by 5.9 per cent, industrial growth by more than 5 per cent but the electricity generation has grown by just 2.9 per cent.

I would like to know whether there is any so-called electricity reform; and if so, how many States have implemented it. In fact, I would say that the power reform has brought more power charges than any competitiveness. The West Bengal experience shows that the Electricity Board is in profit without any reform. I would like to know whether there is any review of these reforms; and what is the outcome of this review.

SHRI SUSHIL KUMAR SHINDE: I may tell you that ever since the reforms have started in the country, the results have been coming up and they are very nice. Most of the States have undergone reforms. The Electricity Act, 2003 has proved that with reforms the utility position, right

from the PLF to the theft, has always improved. It is a fact, as the hon. Member has said, that the West Bengal Government has carried out reforms prior to this Act and I have publicly complimented them when I went there for laying the foundation stone of a 500 megawatt Farakka project. The Chief Minister of West Bengal was also there and I complimented him for taking up reforms. Not only that, he has also arrested about 200 big sharks. We always criticise the agriculture sector for stealing electricity but in West Bengal it has been found that big industrialists are indulging in thefts.

I publicly complimented the Chief Minister of West Bengal. The reforms have given the results. I have been briefing that those States which have done the reforms very well, they are profiting. So, reforms are necessary in all the States. I am very happy to inform the House that almost all the States – barring one or two when we are giving extension – have implemented our reforms.

SHRI SURAVARAM SUDHAKAR REDDY: Sir, I think I did not get the reply. I would request you that the Minister should reply straight to the point. I said that there is only 2.9 per cent generation growth whereas industrial and manufacturing growth is much higher. So, the reforms did not yield good results.

Second thing which I would like to ask from the Minister is that the reforms include privatisation. But it has given disastrous results in the hon. Minister's own State of Maharashtra where Dabhol Power Project is there. In my State of Andhra Pradesh, the Spectrum Company is there. In the light of these two bad experiences. I would like to know whether they still insist on privatisation in the name of reforms by handing over the entire electricity and by increasing the charges. The consumers are suffering continuously. '

[Translation]

MR. DEPUTY SPEAKER: Hon. Member wants to know about privatisation.

[English]

SHRI SUSHIL KUMAR SHINDE: It is not so. I have been giving detailed information to the hon. Members but he has said that due to reforms, the power generation has come down. It is not so. If you remember, while replying to my first question in this House, I had said that about 50 per cent of the target of generation was done in Eighth and Ninth Plans whereas during the Tenth Plan, when we

had taken the mid-term appraisal, I had said that we will achieve 82 per cent. Not only that, my officers in the Department were so alert that when they found that they are not achieving the particular target, they had additional power generation projects of 6600 megawatt. Therefore, you should not worry about that. We will go up to 92 per cent of the mid-term appraisal target in the Tenth Plan.

As far as Dabhol Power Project is concerned, I have been telling everyone and I can tell this House also that in the case of Dabhol, we have taken full cognizance. After the litigation, the project was handed over. It is a lengthy process and I do not want to take the time of the House. But now the project is in hand and the work is already going on. The office has been shifted to Mumbai. The office was here in Delhi. I gave the instruction that the office must go from Delhi and that the officers must visit those areas in Ratnagiri. Now, I have announced that the project will start on 1st May and Dabhol energy will be on naphtha during peak hours for three hours from 1st May.

SHRI SURAVARAM SUDHAKAR REDDY: I asked about the disastrous result of the Dabhol Agreement.

SHRI SUSHIL KUMAR SHINDE: I must tell you that it is not disastrous. The project had come after 1991 when the reforms were started. Subsequently, there was something wrong and we corrected it. The cost of naphtha was more and it was increasing year by year. With the result, the project itself became very costly. Therefore, it was stopped.

SHRIMATI MANEKA GANDHI: Sir, power reforms just does not mean pricing changes or creation of more power. It also means steps taken for power efficiency. Twenty-five per cent of power in this country is used in residential homes. The incandescent bulb that we use in homes was invented a hundred years ago and the technology has not got any better. It is 90 per cent heat generated and 10 per cent light.

Now, if we were to change, if the Government were to do a phase out of incandescent light and replace it with a fluorescent compact light, as has been proposed in other countries, which is something that people will not do voluntarily, or make a price change in order to tax normal light and subsidise fluorescent light, in that case the Government would be able to save 25 per cent of power immediately. Is the Government looking at this area at all?

SHRI SUSHIL KUMAR SHINDE: Mr. Deputy Speaker,

Sir, just yesterday the Budget was presented in the House. We had requested the Finance Ministry to reduce tax on fluorescent light so that consumption of electricity could be less through this kind of lighting. I am very happy to mention here that there has been a proposal in the Budget for reduction of tax on fluorescent lighting so that people could use fluorescent light and thereby save electricity.

[Translation]

SHRIMATI KRISHNA TIRATH: Mr. Deputy Speaker, Sir, through you, I would like to ask the hon. Minister whether in view of acute shortage of power in the country and also in view of fact that India may have to face power crisis in future and that power situation is worsening, the Government propose to evolve any scheme for setting up more power plants, especially atomic power plants? If so give the details thereof.

SHRI SUSHIL KUMAR SHINDE: Mr. Deputy Speaker Sir, at the time of independence our power generation capacity was 1363 MW, which, as of now, has swelled to 1.24 lakh MW. Our Prime Minister has time and again been making announcements in this regard. As a run up to it, we have taken revourage to reforms and consequently, we have been able to bring down the number of power thefts alongwith transmission and distribution losses. Under new schemes, the Government want to set up five ultra-mega projects. Yesterday, the hon Minister of Finance, too, made a mention of it in his budget speech. Two projects would be on coal pit heads and three in coastal area. These would be run on imported coal. Each project out of these will have a capacity of 4000MW. It would involve capital investment of Rs. 16 thousand crore. We are making efforts in this direction.

Along with thermal power generation the Government want to lay emphasis on hydel power, too. Meetings are being held in this regard. The other day, I have stated that there is a scope of least 50 thousand Megawatt power generation in the Himalayan range. My Ministry is working on it and very soon we would come up with some projects.

SHRI MATI KRISHNA TIRATH: I wanted him to say about atomic power plants. Has any provision been made for atomic power?

SHRI SUSHIL KUMAR SHINDE: Mr. Deputy Speaker, Sir, there is a provision for atomic power also. Now, three thousand megawatt electricity is being generated from such plants. When foreign dignitaries came here on a visit

we discussed this issue with them. My department deliberated upon this issue with the French team that visited India and also with the private investors. There is enough scope for more power generation from atomic energy.

SHRI ANANT GANGARAM GEETE: Mr. Deputy Speaker, Sir, hon. Minister in his reply has apprised the House that a target of 41 thousand MW power generation was set for Tenth Five Year Plan. 82 per cent of the target has been achieved as has been mentioned by the hon. Finance Minister in his budget speech. I would like to know the details of various power projects through which 82 percent of the target of power generation has been achieved so far.

Even in a progressive state like Maharashtra, power crisis is so severe that rural areas have to face loadshedding for upto 14 hours a days. In view of power shortage the Government of Maharashtra has sought 1500 MW additional power from the Central Government. If the said target of 82 has been achieved whether the Government propose to supply 1500 Megawatt electricity sought by Maharashtra so as to meet the shortage and check loadshedding.

SHRI SUSHIL KUMAR SHINDE: Shri Geete ji had been a Minister in this department earlier, so he must be well aware of the full process. *...(Interruptions)*

MR. DEPUTY SPEAKER: The difference is only this much that you had been the CM there and he a Minister here.

...(Interruptions)

SHRI ANANT GANGARAM GEETE: The question has been asked because. *...(Interruptions)*

SHRI SUSHIL KUMAR SHINDE: When I was CM in Maharashtra, I had sought electricity, but it was not provided. *...(Interruptions)*

SHRI ANANT GANGARAM GEETE: Hon. Minister is misleading. He should speak the truth in the House. *...(Interruptions)*

SHRI SUSHIL KUMAR SHINDE: Mr. Deputy Speaker, Sir, if any other hon. Minister had asked this question, I would have very happily replied how actively my department is working. It is all right that there was acute power shortage in the country, but, one should appreciate

the steps taken to overcome it and the way PLF has been increased. At the time of independence, our PLF was 51 percent, but now we are doing a very good job and it has reached upto 70%. Due to low PLF we used to face power crisis but now we have increased it. As I just started the position of power generation in the past. We were not able to achieve even 50% of the targeted plan in 8th and 9th Five Year Plan, but now in mid-term appraisal we have achieved upto 82 percent. If the hon'ble Member wants further information in this regard. I can give him information about both Hydel as well as thermal Projects. He desired to know as to what we did in Maharashtra? At present, Maharashtra is facing shortage of 4000 megawatt of power. *...(Interruptions)*

SHRI MOHAN RAWALE: Mr. Deputy Speaker, Sir, hon'ble Minister is misguiding the people. He said that the Government will provide electricity to the farmers free of cost. Today, farmers are committing suicide over there. *...(Interruptions)*

MR. DEPUTY SPEAKER: He has not concluded his reply.

...(Interruptions)

SHRI SUSHIL KUMAR SHINDE: First of all, both of them should decide as to who wants to speak. *...(Interruptions)*

MR. DEPUTY SPEAKER: He has not yet concluded his reply. Please sit down.

...(Interruptions)

SHRI MOHAN RAWALE: Sir, he is misleading the House. When he was CM, he had promised to provide electricity free of cost to the farmers. *...(Interruptions)*

SHRI SUSHIL KUMAR SHINDE: He may please say after this question as to what I had said?

MR. DEPUTY SPEAKER: You may give your reply.

SHRI SUSHIL KUMAR SHINDE: Many measures have been taken to mitigate shortage of power in Maharashtra. 50 megawatt power is supplied through transmission line of Bhadrawati and Chandrapur. We have issued directives to complete this line at the earliest to get more power supply. We will complete it by the end of March so that the state might be able to get 500 megawatt of power, if available from there. Thus we have made this effort also.

Now, he may ask whatever he wants. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: No, please sit down.

...*(Interruptions)*

[Translation]

SHRI MOHAN RAWALE: Mr. Deputy Speaker, Sir, the hon'ble Minister is not accepting the truth. ...*(Interruptions)* The hon'ble Minister announced before the elections that electricity would be given free of cost to farmers. ...*(Interruptions)* They have come to power by misguiding the people. ...*(Interruptions)* Now why they are not providing electricity free of cost to the farmers. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Your submission is not going on record.

(Interruptions)...*

[English]

MR. DEPUTY SPEAKER: Silence please.

[Translation]

SHRI SUSHIL KUMAR SHINDE: Mr. Deputy Speaker, Sir, when I was the Chief Minister of Maharashtra, at that time an effort was made to provide electricity free of cost to the farmers, because at that time the entire Maharashtra was hit by drought. You are also aware of the measures taken by us to provide relief to the farmers during drought. At that time none of opposition parties protested against it. ...*(Interruptions)* The State Government gave Rs. 300 crore to MSEB. If anybody tries to give electricity free of cost then the Government should make provision in that regard in Electricity Board's budget. Then only free electricity can be provided. ...*(Interruptions)*

SHRI RAGHUNATH JHA: Mr. Deputy Speaker, Sir, Bihar is backward in the matter of power. The plant to generate additional 500 megawatt electricity was to be set up in Contil Thermal Power, Muzaffarpur and a plant of 500 megawatt capacity was to be set up in Barauni. The work of NTPC plant being set up in Barh is progressing at such a slow pace that it may take another 50 years to complete it. The proposal to set up power plant in Nabi Nagar is still pending. I would like to know from the hon'ble Minister about all these projects as he has stated that 82 percent target of power generation has been achieved by the Government. I want to know the quantum out of it

given to Bihar and the time by which these projects of Bihar are likely to be completed?

[English]

MR. DEPUTY SPEAKER: Can you reply?

[Translation]

SHRI SUSHIL KUMAR SHINDE: I have to obtain detailed information in this regard. I will send the details in this regard in writing to the hon'ble Member. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: This need a separate notice.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Give a separate notice.

...*(Interruptions)*

[Translation]

SHRI RGHUNATH JHA: He should expedite the work on our projects by discussing them with the MPs of Bihar. ...*(Interruptions)*

SHRI SUSHIL KUMAR SHINDE: All right.

[English]

SHRI BASU DEB ACHARIA: Today, there is a shortage. ...*(Interruptions)*

MR. DEPUTY SPEAKER: You can go to his chamber and discuss the matter.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Today, there is a shortage both in peaking and non-peaking seasons. The peaking season shortage is to the extent of 15 per cent. Even if we achieve 33,000 megawatt of power by the end of Tenth Five Year Plan, this shortage will continue, rather this will increase. When the Plan was prepared, the target was fixed on the basis of shortage, that will have both peaking and non-peaking seasons, by the end of Tenth Five Year Plan as well as by the end of Eleventh Five Year Plan. Our target is one lakh megawatt by the end of Eleventh Five Year Plan.

I would like to know from the Minister of Power when we will achieve 33,000 megawatt, to what extent, the shortage that we are having today, will be reduced?

* Not recorded.

Sir, 50 per cent of the households are not electrified.

Now, the programme is to electrify hundred per cent households by the end of the Eleventh Five Year Plan. I would like to know from the hon. Minister whether the Government would be able to achieve electrification of this hundred per cent households by the end of the Eleventh Five Year Plan. For that, how much generation will be required?

SHRI SUSHIL KUMAR SHINDE: It is a fact that demand has been increasing every day during the peak hour and non-peak hour. ...*(Interruptions)* So, we have to cope up with the peak hour demand. We have shortage. We have been telling that there is a shortage and we have to cope up with that. Whatever is available at the moment, we are doing. That is the reason why we have come up with the Act. Results are coming out. In many places, the losses and all have been corrected. Theft has been under control in many States. Maintenance of the machines is also being done. So, we are getting more power generation out of that.

As far as the electrification of houses is concerned, it is there. Last year, in the month of April, the Government of India, under the leadership of our hon. Prime Minister Dr. Manmohan Singh announced the Rajiv Gandhi Gramin Vidyutikaran Yojana. Under that Yojana, we have decided to do this thing. Yesterday, in the Budget also, the hon. Finance Minister said that in this year, 10,000 villages will be covered. In the end of the plan, further 40,000 villages will be completed. At the end of the Eleventh Plan, it is our plan, it is our vision that every house in this country will get electricity. That is our plan.

(a) Yes, Sir.

(b) to (f) The details of 20 major projects of Coal India Limited where expansion of capacity is proposed during the 10th Plan are given below:-

S.No.	Name of the Project	Capacity (Mty)	Enhanced capacity (Mty)	Increase in production (Mty)	Capital investment (Rs. in cr.)	Annual value of Additional capacity of coal (Rs. crores)	Estimated yearly Profit for Additional Capacity of Coal (Rs. Crores)
1	2	3	4	5	6	7	8
South Eastern Coalfields Limited (SECL)							
1	Dipka Opencast Expansion Project	10.0	20.0	10.0	856.59	497.50	235.92

MR. DEPUTY SPEAKER: We will take up Q. Nos.143 and 146 together. They are of the same nature. So, they will have to be taken up together.

Shri Kailash Nath Singh Yadav. Q.No. 146 also deals with the same subject.

[Translation]

**Increase In Production Capacity
of Coal Mines**

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*143. SHRI KAILASH NATH SINGH YADAV:

SHRI ASHOK KUMAR RAWAT:

Will the Minister of COAL be pleased to state:

(a) whether the Government proposes to increase to production capacity of certain coal mines;

(b) if so, the details of such coal mines, company-wise;

(c) the value of additional quantity of coal proposal to be mined from such coal mines;

(d) the total cost likely to be incurred thereon;

(e) whether the quantum of estimated income/revenue that will be generated has been worked out; and

(f) if so, the details thereof?

THE MINISTER OF COAL (SHRI SHIBU SOREN): (a) to (f) A statement is laid on the Table of the House.

Statement

1	2	3	4	5	6	7	8
2	Gevra Opencast Expansion Project	12.0	25.0	13.0	1339.69	646.75	314.17
3	Kusmunda Expansion Opencast project	6.0	10.0	4.0	360.25	195.00	105.90
4	Baroud Expansion Opencast project	0.12	1.00	0.88	28.02	115.45	26.87
Eastern Coalfields Limited (ECL)							
1	Rajmahal Expansion Opencast project	10.5	17.0	6.5	50.08	439.07	235.08
Central Coalfields Limited (CCL)							
1	Ashok Expansion Opencast project	1.5	6.5	5.0	471.66	296.00	141.53
Northern Coalfields Limited (NCL)							
1	Amlohri Expansion Opencast Project	4.0	10.0	6.0	1352.04	465.69	201.78
2	Khadia Expansion Opencast Project	4.0	10.0	6.0	1488.57	384.00	84.63
3	Bina Extn. Opencast Project.	4.50	6.00	1.50	593.32	96.00	12.99
Mahanadi Coalfields Limited (MCL)							
1	Lingraj Expansion Opencast Project	5.00	10.00	5.00	98.89	211.31	118.75
2	Lakhanpur Expansion Opencast Project	5.00	10.00	5.00	98.74	168.21	89.92
3	Bharatpur Expansion-II Opencast Project	5.00	11.00	6.00	95.87	201.67	131.52
4	Hingula Expansion-II Opencast Project	2.00	4.00	2.00	89.78	58.91	30.21
5	Belpahar Expansion Opencast Project	2.00	3.50	1.50	35.47	60.00	21.99

1	2	3	4	5	6	7	8
6	Samaleshwari Expansion Opencast Project	3.00	4.00	1.00	28.69	40.00	11.93
7	Samaleshwari OC Expansion Phase-II	4.00	5.00	1.00	13.38	42.10	14.30
Western Coalfields Limited (MCL)							
1	Gondegaon Expansion Opencast Project	0.75	1.50	0.75	27.54	59.50	20.52
2	Sasti Expansion Opencast Project	1.00	1.40	0.40	16.80	26.68	9.92
3	Navinkunda Expansion Opencast Project	0.22	0.60	0.38	4.24	24.77	3.78
4	Bhatadih Expansion Opencast Project	0.25	0.65	0.40	74.29	52.48	5.98
Total		80.84	157.15	76.31	7123.91	4081.09	1817.69

In addition to above, 80 new projects of CIL for a total capacity of 174 Mty with an estimated investment of about Rs. 11900 crore and 9 projects of SCCL for a total capacity of 16.12 Mty with an estimated investment of about Rs. 3300 crore are also proposed to be taken up in the 10th Plan. However, the ultimate capacity will be realized by end of 11th Plan onwards.

Besides this, CIL under "Emergency Coal Production Plan" has identified 16 opencast projects/mines where production from the existing mines/projects will be enhanced to a higher level yielding additional 71.3 Mt. Details are given below:-

S.No.	Project	Prod. capacity (MTY)	Enhanced capacity (MTY)	Increase in prod. Capacity (MTY)	Likely Capital Investment for incremental capacity, (Rs. crores)	Annual value of Additional capacity of Coal (Rs. crores)	Estimated yearly Profit for Additional Capacity of Coal (Rs. crores)
1	2	3	4	5	6	7	8
Mahanadi Coalfields Limited (MCL)							
1	Bhubaneswari	10	20	10	90	504.71	353.30
2	Kaniah	3.5	10	6.5	230	298.39	139.60
3	Lakhanpur	10	15	5	220	235.50	79.43
4	Bharatpur	11	20	9	450	395.84	230.23
South Eastern Coalfields Limited (SECL)							
5	Gevra	25	35	10	510	497.50	271.38

1	2	3	4	5	6	7	8
6	Dipka	20	25	5	220	233.75	126.13
7	Kusmunda	10	15	5	360	243.74	94.80
Central Coalfields Limited (CCL)							
8	Magadh	12	20	8	224.46	473.60	149.30
9	Piparwar	6.5	10	3.5	50	177.80	97.65
10	Ashok	6.5	10	3.5	184.37	207.20	104.30
Northern Coalfields Limited (NCL)							
11	Krishnashila *	4	4	-	-	-	-
12	Block-B *	3.5	3.5	-	-	-	-
13	Khadia	4	4.8	0.8	-	64.00	11.04
14	Amlohri	4	5	1.0	-	77.62	27.02
15	Dudhichua	10	12	2.0	-	205.01	113.76
16	Jayant	10	12	2.0	-	172.60	87.30
Total		150.0	221.3	71.3	2538.83	3787.26	1885.24

* No Addition to the rated capacity is envisaged for these projects but only pre-ponement of coal production is planned.

[English]

Statement

Cut In Coal Production by CIL

*146. SHRI BASU DEB ACHARIA: Will the Minister of COAL be pleased to state:

(a) whether the Coal India Limited (CIL) proposes to cut production of coal as reported in The Statesman dated January 16, 2006;

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

(c) whether the CIL has also decided to divert stocked coal to non-core sector;

(d) if so, whether the impact of the proposal on the power sector has been examined; and

(e) if so, the details thereof?

[Translation]

THE MINISTER OF COAL (SHRI SHIBU SOREN): (a) to (e) A statement is laid on the Table of the House.

(a) No, Sir.

(b) Does not arise.

(c) to (e) Coal India Limited has no plan to divert dispatch of coal from power to other sectors. On the contrary, anticipating higher demand of coal from power utilities and better production during January-March, 2006, the Government has allocated a monthly quantity of 24.481 million tonnes of coal from CIL sources for power utilities, for the quarter ending March 2006, as against a monthly Annual Action Plan (AAP) target of 23.041 million tonnes.

SHRI KAILASH NATH SINGH YADAV: Mr. Deputy Speaker, Sir, through you, I would like to know from the hon'ble Minister the price at which coal is being exported as well as the price at which it is being imported and the difference between these rates?

SHRI SHIBU SOREN: Mr. Deputy Speaker, Sir, the CNF price of coal being imported from Indonesia is Rs.

23,049 per tonne. Insurance charge is Rs. 3060 per tonne.
...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Are you fully prepared to reply the question?

[Translation]

SHRI SHIBU SOREN: Mr. Deputy Speaker, Sir, CNF price of coal imported from China is Rs. 32,086.
...(Interruptions)

MR. DEPUTY SPEAKER: Silence please.

SHRI SHIBU SOREN: We import coal only from China and Indonesia. I am stating the price of coal imported from both the countries. We import coal from Indonesia at the rate of Rs. 23,049.80 per tonne. Per tonne insurance charges are also included in it. ...(Interruptions) CNF price of coal imported from China is Rs. 32,086 per tonne which also includes insurance charges of Rs. 3060 per tonne.

SHRI KAILASH NATH SINGH YADAV: Mr. Deputy Speaker, Sir, I asked the question about the rate at which we import coal. Correct reply in this regard has not been given. Insurance charges have also been added in, correct rate is not being stated.

SHRI SHIBU SOREN: I told him that insurance charges have also been included in it, which means that Rs. 3060 per tonne expenditure on insurance is also incurred.

SHRI KAILASH NATH SINGH YADAV: Mr. Deputy Speaker, Sir, I hail from Sonbhadra. HECL is located in our area. The hon'ble Minister knows that many factories have been set up in that area. They are lying closed for last 5-10 years, but still coal is being allotted in their name and these factories sell that coal in market, though are lying closed. Is the hon'ble Minister having any scheme to stop misuse of it, if so, details thereof?

SHRI SHIBU SOREN: Mr. Deputy Speaker, Sir, I would like to tell the hon'ble Member that it is just a hearsay and I have not received any written report in this regard. If I get a written report, I would definitely look into it and check it.

[English]

MR. DEPUTY SPEAKER: Shri Ashok Kumar Rawat — Not present.

[Translation]

SHRI BASU DEB ACHARIA: Sir, my question is related to production. I had asked a written question as to why the production of Coal India is declining? Yesterday, our Finance Minister, in his budget speech, said that our thermal power plants are not getting required quantity of coal affecting the power generation adversely. It has been observed that the stock of coal in pitheads has increased by 19 million tonnes, which is uncalled for. As per the prescribed standard it should be around 10-11 million tonnes. This year our total coal production has been 335 million tonnes. Many a new project have been approved. But gestation period on coal is too much. Good quality coal is available in open cast and underground mines also. It is available in open cast and underground mines of all subsidiaries of Coal India. What steps the Government propose to take to enhance the production in Coal India? What targets have been fixed by the Government in this regard for Tenth and Eleventh Five year Plans? The Government have set a target of one lakh megawatt for Eleventh Plan. Out of it, 60 percent power would be generated through thermal power plants which is 76 percent at present.

[English]

MR. DEPUTY SPEAKER: Mr. Basu Deb Acharia, please put the supplementary.

[Translation]

SHRI BASU DEB ACHARIA: Will it be possible to supply required quantity of coal and will it be possible to achieve the target? What new projects are in the pipeline? What was the target for 10th Plan and how much we could achieve? Also say, what target has been fixed for 11th Plan?

SHRI SHIBU SOREN: 100 mining projects proposed to be taken up during Tenth Plan have been considered. Secondly, 16 additional projects have been considered under emergency production programme, thirdly, to increase planned production in CIL; fifth, 80 mining projects have been identified for 11th Plan; sixth, mechanization and modernization of existing mines, seventh, improvement in use of equipments and eighth, to increase production in open cast and underground mines and timely execution of the projects is our target.

SHRI BASU DEB ACHARIA: I want to know why there is so much stock in pitheads? Is coal not being supplied?

[English]

MR. DEPUTY SPEAKER: Mr. Basu Deb Acharia, please put your second supplementary.

SHRI BASU DEB ACHARIA: Sir, he has not replied to my questions.

[Translation]

I asked reasons for piling of so much stock in the pitheads. How it is 19 million tonnes now? Why power generation in Kahalgaon and Farakka Power Plant had to be reduced? I would like to ask hon'ble Sinhde ji, as to why the power generation in these two plants had to be reduced this year? It has been stated that it is because of more power generation by hydel plants as a result of adequate rains it has happened. But the main reason behind this is inability to supply required quantity of coal. Therefore, NTPC had to resort to production cut at Kahalgaon and Farakka. After introduction of e-auction in our core-sector power plants, coal is fetching attractive price in non-core sector and we cannot ask for higher prices there. Therefore, coal companies supply more coal to non-core sector. Therefore, I want to know whether Coal India and its subsidiaries will be able to meet the demand of coal of thermal power plants?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): Mr. Deputy Speaker, Sir, it is a fact that following good rains, hydel power generation has gone up and several States, including Maharashtra, requested CIL just to stop the supply for some time because more than 12 thermal power stations have restricted coal supply. The reason is, Coal India has not stopped production. As you know, as against the target of the Planning Commission, last year we have produced 17 million tonnes more. This year, we have already produced 20 million tonnes more than the target.

The Coal India production has not been affected because of this. For the information of the House, I may tell you that by the time the UPA Government took the charge, there were 22 thermal power stations, which were in critical situation. I may also inform the House that today, except three power stations, not a single thermal power station is in a critical situation. These three are in critical situation not because of want of coal supply but for other reasons, like Railways siding or for non-payment, etc. The supply of Coal India and the production targets are very good.

As the hon. Power Minister has just now said, the PLP has risen and the percentage of PLF has risen to 8 per cent. Sir, you know very well that for one per cent increase, we have to supply 2.5 million tonnes. We are supplying 24 million tonnes more to power sector. Out of the total production, 80 per cent of the coal is being supplied to thermal stations, especially, for power. Recently, we have given seven blocks to the NTPC. This Government and the Ministry are concerned about this and we are doing our best to supply coal to them.

SHRI BASU DEB ACHARIA: Sir, small units are not getting coal. ...*(Interruptions)*

SHRI NAVEEN JINDAL: Thank you Mr. Deputy Speaker Sir. Most of the coal that we have in our country is of high ash quality and for that reason a lot of coal washeries have been set up to wash the coal and to improve the quality of coal. What we get is that a lot of middlings are created. ...*(Interruptions)*

SHRI VARKALA RADHAKRISHNAN: Sir, the hon. Minister should button up his shirt before replying to the questions. This is not the proper way to come to this House. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Silence please.

SHRI VARKALA RADHAKRISHNAN: Sir, when I was the Speaker of the Kerala Assembly, I never allowed Members or Ministers to come like this. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

SHRI NAVEEN JINDAL: Sir, as a result of washing coal, a lot of middling is rejected. ...*(Interruptions)* Today, the Government or the Coal Ministry is charging the same amount of royalty on ENS grade coal and on the coal which is of very poor quality. As a result of that people are not utilising these middlings which are non-renewable resources and they are being dumped back into the mines.

I would like to know whether there is any plan to reduce the royalty on middlings so that the people would be encouraged to use this non-renewable resource and to put it to good use.

DR. DASARI NARAYAN RAO: Sir, this supplementary is not related to the main question. If the hon. Member gives a separate notice for that, definitely I will be able to reply to the same.

SHRI VARKALA RADHAKRISHNAN : Yes, that is the proper way now. ...*(Interruptions)*

DR. DASARI NARAYAN RAO: Thank you.

[Translation]

SHRI DHARMENDRA PRADHAN: Mr. Deputy Speaker, Sir, both hon'ble Ministers have admitted here that a target of supply of 20 million tonnes of coal has been fixed for this year. Is it untrue that 25 million tonnes of coal has been imported this year? Hon'ble Minister of Power, too, is present here. On paper, an increase of 20 million tonnes of coal production has been shown for last year. In his reply to the question, it has been stated that the Government propose to augment production to 76 million tonnes through expansion. 25 percent of it is proposed in my village itself. I would like to ask a specific question. In last January. ...*(Interruptions)* I would like to ask hon'ble Minister — what is the raw material in coal sector? Is it land? Government have to acquire land to start mining. In January last year, just because of wrong policy of the Central Government and non-acceptance of rehabilitation policy of the State Government and despite having made 5 requests to the Chief Minister of the State, though hon'ble Prime Minister is also sitting here, he wrote a letter to me. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please put your supplementary.

[Translation]

SHRI DHARMENDRA PRADHAN: The Chief Minister of Orissa also made a request. But because of non-compliance of R&D policy the work in Mahanadi Coal Company has come to a halt for the last 10 days. What sort of justice is it? Is it untrue?

[English]

MR. DEPUTY SPEAKER: Please put your supplementary, and do not make a speech.

[Translation]

SHRI DHARMENDRA PRADHAN: I would like to ask a specific question. Will the Central Government accept the R&D Policy of the State Government in totality, as power generation can be increased only after its compliance?

SHRI SHIBU SOREN: Mr. Deputy Speaker, Sir, hon'ble Member is right to say so, but this question is related to the other department, however, in the capacity of the Minister of Coal I would definitely like to say that I, too, have faced the similar situation. Displacement Policy was discussed here recently. We have decided to deliberate upon that and we have also apprised the hon'ble Prime Minister of it. This problems cropped up not only in Orissa, but Jharkhand also.

SHRI DHARMENDRA PRADHAN: It made no difference.

SHRI SHIBU SOREN: At present, work is going on in this sector.

[English]

SHRI AJAY CHAKRABORTY: Coal is an important material for the energy sector of our country. It is a necessary element for the production of electricity, but some States that who have no coal-mines are suffering with a lot of problems. They are bringing coal from distant places at a higher rate. In view of this, I would like to know from the hon. Minister whether the Government of India is considering supplying coal to those States at a cheaper rate to further energy sector. If not, please state why.

[Translation]

SHRI SHIBU SOREN: This supplementary does not relate to the main question. However, in case there are no coal mines in the area where the power plants are set up, the Ministry alongwith Coal India Ltd. ponder over it and resolve to supply coal. In case of the areas, where coal mines exist, we even allot coal blocks. It means power generation companies ought to get coal.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, hon'ble Minister in his reply has stated that as of now coal is being imported on a very large scale, whereas on the other hand large quantity of coal is being pilfered through illegal mining. Import is being made as well as pilferage is taking place. We have vast pool of reserves and abundant capacity, so, if we check illegal mining and pilferage, there won't be a need of coal import. The Government had set up a commission of enquiry into these irregularities and Justice Ranganath Mishra was appointed its Chairman. He had prepared a report after completion of enquiry. He had indicted those officers also in the report who had been involved in illegal mining and theft. Instead of taking

action against those officers they have been promoted and posted to lucrative posts. I would like to know from hon'ble Minister about effective measures being taken to check these irregularities involving crores of rupees and illegal mining being done on a large scale. What strict action is being taken against those officers found guilty in the report submitted by Justice Ranganath Mishra?

SHRI SHIBU SOREN: Mr. Deputy Speaker, Sir, though it is not related to the original question but it is an important matter. I belong to the coal region, therefore, I know about it. I would like to tell the hon'ble Member honestly that I do not know about Ranganath Mishra Commission but the matter of theft and illegal mining is true. People do such activity due to unemployment and I have considered this seriously. Thousands of people are involved in such activities. Such activities are happening daily. I am thinking that people would have to be linked with employment to solve this problem. We are ready to consider this very soon so that theft can be checked and production of coal could also be increased.

SHRI RAM KRIPAL YADAV: It is a very important matter. ...*(Interruptions)*

[English]

Health Care Delivery System

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*144. **SHRI IQBAL AHMED SARADGI:**

SHRI E.G. SUGAVANAM:

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

(a) whether the Government has any proposal to restructure the Health Care Delivery System;

(b) if so, the details thereof alongwith the time by which the system would be introduced;

(c) whether the Government has decided to provide more financial assistance to the States to bolster their Health Care Delivery System;

(d) if so, the details of the proposed financial assistance;

(e) whether the Government has finalized a World Bank (WB) assisted Project on enhancing the Drug Testing Capacity at Central and State levels; and

(f) if so, the names of the States where this WB aided Project will be implemented and the quantum of proposed assistance for the same?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (f) A statement is laid on the Table of the House.

Statement

(a) to (d) The Government of India has launched the National Rural Health Mission (NRHM) on 12th April, 2005, with a view to provide affordable, accessible and quality health care to rural areas in the entire country with special focus on 18 States 'with weak infrastructure and demographic indicators. The Mission would be implemented over a period of seven years i.e. 2005-2012.

The Mission seeks to strengthen the health infrastructure in the country specially the Sub-Centres. Primary Health Centres (PHCs) and the Community Health Centres (CHCs) by upgrading them to Indian Public Health Standards (IPHS) through providing buildings, equipments/ drugs etc. and the required manpower to manage them. Decentralized planning and community management and ownership of facilities through Patient Welfare Committees set up in the health facilities are important strategies under the Mission. The Mission also provides for one female community health worker called Accredited Social Health Activist (ASHA) for every one thousand population in each village in the selected ten States who would be the link between community and the public health care delivery system.

The Mission seeks to increase public health expenditure in the country from the current 0.9% to 2-3% of the GDP within the Mission period. The allocation for NRHM during the year 2005-06 was Rs.6553 crore and has been enhanced to Rs.8207 crore for the year 2006-07. This represents an increase of 25.6% over the previous year.

(e) Yes, Sir.

(f) Six Drug Laboratories in the Central Sector and 21 Drug Laboratories in the State Sector have been covered under the World Bank Assisted Capacity Building Project with a total quantum of assistance being Rs.69.71 crores (Central labs – Rs.15.27 crores and State labs – Rs.54.44 crores). Details of quantum of assistance to each Drug Lab are given in the enclosed Annexure.

Annexure

**Statewise Total Quantum of Assistance under
World Bank Assisted Capacity Building
Project on Quality Control of Drugs**

Name of State	Extent of voerage (Drug labs)	Total Project Cost (Rs. in lakh)
1	2	3
Andhra Pradesh	Hyderabad and Vijaywada	540.649
Delhi	Delhi	106.04
Gujarat	Vadodara	421.007
Haryana	Chandigarh	63.055
Himachal Pradesh	Kanda Ghath	101.22
Jammu and Kashmir		327.04
Kerala	Thiruvanthapuram	69.85
Karnataka	Banglore	501.02
Madhya Pradesh	Bhopal	278.19
Orissa	Bhubneshwar	241.79
Pondicherry	Pondicherry	92.28
Rajasthan	Jaipur	98.065
Tamil Nadu	Guindy	392.97
Tripura	Agartala	157.71
Uttar Pradesh	Lucknow	250.132
West Bengal	Kolkata	230.285
Chhattisgarh	Raipur	314.055
Jharkhand	Ranchi	314.055
Uttaranchal	Rudrapur	313.687
Maharashtra	Mumbai and Aurangabad	374.79
Goa	Panaji	256.02
Total		5443.91

Central Sectors

1	2	3
CIPL, Ghaziabad		226.45
CDTL, Mumbai		776.45
CDTL, Chandigarh		343.87
RTDL, Guwahati		117.85
CDL, Kolkata		38.8
CDTL, Chennai		23.2
Total		1526.62

SHRI IQBAL AHMED SARADGI: Sir, my supplementary relates to part (e) of the main Question that is regarding the laboratories for testing substandard drugs.

Sir, as per the data collected by the Health Ministry itself, for the past one decade the substandard drugs are available in the markets. Every year nearly 40,000 samples are being tested. As per the laboratory reports, nearly eight to ten per cent of the drugs are found to be substandard drugs, and they did not meet the prescribed quality. The State Governments are also giving very poor response to prosecute the offenders, the manufacturers of the substandard drugs. The State Acts are not working effectively. The Drugs and Cosmetics Act, 1970, I think, is also not so effective to prevent the substandard drugs or to prosecute and punish the substandard drug manufacturers.

MR. DEPUTY SPEAKER: Please put your supplementary.

SHRI IQBAL AHMED SARADGI: Sir, I would like to know whether there is any proposal with the Ministry to ask the States to bring an amendment in the State Act and also to make an amendment in the Central Act giving stringent punishment to the manufacturers of the substandard drugs. Sir, the medicines, which are prohibited in some countries, are being sold in some States of our country. I want to know whether there is any proposal to have a new law or propose an amendment in the existing Act to prevent the medical shops selling the drugs prohibited in other countries, and also to strictly prevent substandard drugs manufactured by many companies in our country. I would also like to know as to how many companies have been punished and how many cases have been booked in different States.

DR. ANBUMANI RAMADOSS: Sir, the hon. Member had asked four supplementaries in his first supplementary.

Coming to the number of steps that the Government has taken to prevent the substandard and spurious drugs, we had earlier asked Dr. Mashelkar to go into the issue of spurious and substandard drugs and give his recommendation as to what the Government should do to avoid these. He had given an extensive recommendation. In the first part of his recommendation, he had said that penal and legal provisions should be made stringent. That was taken up immediately. A Bill to amend the Drugs and Cosmetics Act was introduced in the Parliament. The Standing Committee on Health had recommended certain modifications in this and we are going through the process firstly to make the penal and legal provisions very strict and stringent.

Secondly, as regards the drugs monitoring infrastructure in our country, as it is, our country is lacking infrastructure-wise. That is why, we have a World Bank funded programme whereby we are improving upon the food and drugs monitoring infrastructure both at the Central level and at the State level. Literally we are spending about Rs. 356 crore to improve both the Central and the State laboratories for food and drugs, to train the inspectors, to train the manpower, and to make a centralized network. So, this is under process.

Thirdly, the Government is bringing in a National Drug Authority which is going to be an independent authority where there is going to be a lot of professions involved. There is going to be sub-segments like one segment is for safety; one segment is for licensing; one is for drug policy; one is for vaccine; and one is for Indian system of medicine. So, we are going through an extensive phase on the lines of the FDA of USA. We are trying to have an independent Drug Authority in the country. Within the next one-and-a-half years or two years there is going to be an authority. We have moved it. It is going to be taken up in the Cabinet. Decision is going to be taken up soon.

Today, we draw the policy, and the implementation is done by the State Governments. So, the State Governments have to have more infrastructures. They have to have more Drug Inspectors posted. In fact, the licenses are given by the State Governments themselves. Today, when we say that every year we have about 35,000 to 40,000 samples of drugs lifted all over the country, which again I accept, is minimal. Minimum 100,000 samples have been

lifted which we need. But again, the hon. Member is saying that, when these samples are lifted, about 8-10 per cent is sub-standard.

Yes, there are different issues of sub-standard drugs and spurious drugs. When we say that out of 35,000 to 45,000 samples, only about one to two per cent of them is of spurious drugs. Seven to eight per cent of the drugs are sub-standard drugs. But again, nevertheless, we have an issue on this. That is why, in the National Drug Authority, we are going to take some strict decisions to enforce the universalised pattern throughout the entire country on licensing, policies, implementation, monitoring and computerisation. We are going through a process for all this.

The other part of the supplementary is about some drugs not used or banned outside in different countries. I have answered this a number of times in this august House itself. It is not a policy that some drug is banned in other countries is automatically banned in some other countries. There is no drug which has a globalised ban. Some countries may use these drugs. Some of the drugs used even in America are being used in the whole of Europe. Some drugs which are used in Europe are banned in America. It is not like we just take an automatic decision. We have our own experts. We have our own Drug Technical Advisory Body (DTAB). We have our own Pharmacology Vigilance Committee. We have gone through an extensive process. Our experts take a decision based on individual drug and the quantum of our experts' inputs into these drugs.

SHRI IQBAL AHMED SARADGI: My second supplementary relates to parts (a), (b) and (c) of the main Question. The National Rural Health Mission is a very good project. Buildings are provided; equipment is provided; and training one woman activist for one thousand population in the rural areas is being provided under this Mission.

MR. DEPUTY SPEAKER: Please put your supplementary.

SHRI IQBAL AHMED SARADGI: So, I would like to know what is the total amount allocated for this project State-wise. Sir, 18 States have been selected for this scheme. What is the budget allocated for each State?

My second supplementary is this. I would like to know from the hon. Minister whether the Ministry is also considering to ensure that the doctors are available in all

the Primary Health Centres and Community Health Centres. If the availability of doctors in the rural areas is not as per the requirement, whether the Government proposes to give more incentives like higher pay, good facilities for living and also providing latest equipment so that more and more doctors should give their willingness to work in the rural areas?

MR. DEPUTY SPEAKER: Please put your supplementary.

SHRI IQBAL AHMED SARADGI: Is there any proposal for giving such incentives and higher pay for the doctors who are willing to work in the rural areas under this scheme?

DR. ANBUMANI RAMADOSS: Sir, I had already given an extensive reply when hon. Member, Mr. Sudhakar Reddy had brought forward a Private Member's Bill where I had dealt with the National Rural Health Mission, Health Care Delivery System, rural infrastructure, doctors being posted in the rural areas and how we are going to promote them. Nevertheless, I would like to reiterate that this National Rural Health Mission, which, I could say, is one of the biggest programmes in the country's health sector in the last 50 to 60 years. It had been inaugurated by the hon. Prime Minister on 12th April last year. This programme goes to cover the entire country. But we are focusing on 18 States. The entire country is focused but again we are giving more focus on 18 States which have the minimal infrastructure in health sector.

I will give the hon. Member the State-wise budget personally. His second supplementary is regarding the doctors not being there in the rural areas. Yes, Sir, we have been facing some problems of doctors not going to the rural areas.

12.00 hrs.

I have asked my officials to look into why; and what is the situation now. Some feel that there has not been enough infrastructure there in the Primary Health Centres. There is no power, electricity, water and basic care. So, now, we are trying to work out ways and means as to how doctors could be provided — whether two types of doctors are required — one is the modern system doctor and the other is the Indian system doctor. Both of them could be set up there in the Primary Health Centres. We are also trying to make it mandatory that after a student finishes his internship, mandatorily he has to work for a year in the

rural areas. So, at least, there will be some continuity in the doctors being posted there. Also, at some stage, we have asked to give some extra marks so that their post-graduation will be made easier once the doctors serve in the rural areas. So, some of the steps are being taken up on this issue. In fact, we will make it mandatory for the doctors to go to the rural areas. So, we are trying to bring some criteria.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Clearance of Power/Hydel Power Projects

*145. SHRI SANTOSH GANGWAR:

DR. DHIRENDRA AGARWAL:

Will the Minister of POWER be pleased to state:

(a) whether the Government is considering to grant Clearance to Power/Hydel Power Projects on a fast track basis;

(b) if so, the details thereof;

(c) whether any proposals have been received for investment in Power/Hydel Power Projects;

(d) if so, the number out of them which has received clearance so far; and

(e) the time by which the pending proposals are likely to be cleared?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) Yes, Sir. With a view to expediting implementation of power/hydel power projects in the Central Sector, the following steps have been taken by the Government:-

- (i) Time limits with reduced periods have been stipulated for the investment appraisal and approval process.
- (ii) The requirement of obtaining 'in principle' approval of the Planning Commission and procedure of examination by Pre-Public Investment Board in respect of power projects has been dispensed with in order to reduce the time cycle of sanctioning of projects.
- (iii) The limit for incurring capital expenditure on new

projects without Government approval has been enhanced for Central Public Sector Undertakings (CPSUs).

- (iv) The National Thermal Power Corporation (NTPC), which is a Navratna Public Sector Undertaking, and Damodar Valley Corporation (DVC) which is a statutory organization created by an Act of Parliament do not require any approval of the Government for incurring capital expenditure for taking up new projects.

(c) to (e) During the 10th Plan period so far, 41 proposals have been received by the Central Government for investment in hydel power and transmission projects under the Central Sector. Of these, 28 projects estimated to cost Rs.41,438.03 crores have received the investment approval of the Government. The remaining proposals are under active consideration of the Government for investment approval. Subject to finalization of Power Purchase Agreements (PPAs) with the State Utilities, the investment approval of these projects is likely to be accorded during 2006-07.

The concerned State Government grants the investment approval for power projects under the State Sector and no investment approval from the Government of India is required for investment in setting up of power project in the Private Sector.

[English]

Restructuring of APDRP

*147. SHRI JYOTIRADITYA M. SCINDIA:

SHRI PRABHUNATH SINGH:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to restructure the Accelerated Power Development & Reforms Programme (APDRP) under the Tenth Five Year Plan;

(b) if so, the details and the reasons therefor along with the main features of the APDRP;

(c) the programmes being sought to be restructured; and

(d) the objectives sought to be achieved under the restructured programme?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) Yes, Sir.

(b) and (c) Keeping in view the sensitivity of the need to reform and revitalizing of the power sector, changes have been incorporated in the implementation of Accelerated Power Development and Reforms Programme (APDRP) from time to time. The changes have been based not only on the requirement but also on the basis of feedback received from various stakeholders in the power sector. They are:

- (i) APDRP was originally started as Accelerated Power Development Programme (APDP) in 2000-01, with emphasis on upgradation of sub-transmission and distribution network and also on renovation and modernization/life extension/uprating of old power plants (thermal and hydel).
- (ii) Based on the resolutions passed in the Chief Ministers' conference held on March 3, 2001 and recommendations of Deepak Parekh Committee on State specific reforms APDP was rechristened as APDRP during 2002-03 with focus on concentrated zones i.e. industrial and urban areas. Incentive component was introduced in 2002-03 to encourage the utilities to reduce their cash losses.
- (iii) To make the programme more effective, the following measures were initiated:
 - The utilities were asked to sign Memorandum of Agreement (MOA), to commit improvements in set of benchmark parameters.
 - Linking of securitisation under Tripartite Agreement to secure CPSUs dues for assistance under APDRP.
 - A massive programme for training of utility personnel.
 - Ranking of SEBs/utilities by independent agencies viz CRISIL & ICRA.
 - Dissemination of best practices amongst the utilities through national level workshops.
 - Appointing agencies like TERI (The Energy & Resources Institute), SBI Capitals, Tata Consultancy Services, Indian Institute of Management, Ahmedabad (IIMA) and ASCI (Administrative Staff College of India), Hyderabad to evaluate APDRP projects.

The main features of programme are to reduce

Aggregate Technical and Commercial (AT &C) losses; to bring about commercial viability; to reduce outages and interruptions; and to increase consumer satisfaction. The programme envisages an investment component that covers strengthening and upgradation of sub-transmission and distribution system with twenty five percent grant and an incentive component as grant to states/utilities that reduce cash losses with 2000-01 as the base year.

Thus, restructuring the Accelerated Power Development and Reforms Programme (APDRP) is a continuous process not only to fine-tune the parameters of performance of the power utilities but also to motivate the power utilities to become commercially viable.

(d) APDRP will continue to focus on reducing AT&C losses, improve commercial viability of the Utilities, reducing outages & interruptions and to improve consumer satisfaction.

Checking Exploitation of Indian Women Abroad

*148. SHRI KISHANBHAI V. PATEL:
SHRI ANANTA NAYAK:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether it has come to the notice of the Government that several Indian women going abroad for various jobs face exploitation;

(b) if so, the complaints received during the last three years, year-wise, country-wise particularly from Gulf countries;

(c) whether the Government proposes to ban women below 30 years to visit Gulf countries as domestic help;

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

(e) the time by which necessary legislation is likely to be put in place in this regard?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) Though there have been general reports regarding exploitation of Indian women gone abroad for employment, there have been no specific complaints.

(c) and (d) The Government has already banned grant of emigration clearance to women below the age of thirty years if they are seeking employment as housemaids/ domestic workers in any foreign country requiring emigration clearance including those going to Gulf countries.

(e) No separate legislation in this regard is contemplated.

[Translation]

Rehabilitation of Land Oustees

*149. SHRI TEK LAL MAHTO: Will the Minister of COAL be pleased to state:

(a) the details of the action taken by the Government to rehabilitate and provide employment to the persons displaced by the Coal Sector particularly in Jharkhand during the last three years;

(b) the details of the funds allocated and spent therefrom for the rehabilitation of the displaced persons during each of the last three years, year-wise;

(c) whether the Government is contemplating to find a permanent solution for the displaced persons;

(d) if so, the details thereof; and

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

THE MINISTER OF COAL (SHRI SHIBU SOREN): (a) Subsidiaries of Coal India Limited (CIL) viz. Bharat Coking Coal Limited (BCCL), Central Coalfields Limited (CCL) and part of Eastern Coalfields Limited (ECL) are carrying on coal mining operation in the State of Jharkhand. These subsidiaries provide Resettlement and Rehabilitation (R&R) benefits to displaced persons of Jharkhand as per the Resettlement & Rehabilitation policy of CIL.

Details of number of Project Affected Families resettled and number of Project Affected Persons (PAPs) provided employment during last 3 years is as under:-

Company	No. of PAFs resettled	No. of PAPs given employment
1	2	3
BCCL	34	169
CCL	350	47

1	2	3
ECL	133	133
Total	517	349

(b) The details of funds allocated and spent therefrom for the rehabilitation and payment of land compensation by BCCL, CCL & ECL for displaced persons during the last three years, Year-wise, is as follows:

(Rs. in Crores)

Company	2002-03		2003-04		2004-05	
	RE	Actual	RE	Actual	RE	Actual
BCCL	1.50	0.02	4.12	0.16	1.72	0.71
CCL	1.50	1.12	3.00	1.29	1.00	0.76
ECL	2.835	1.20	2.91	2.04	2.54	2.13
Total	5.835	2.34	10.03	3.49	5.26	3.60

(c) and (e) Displacement of project affected persons is an ongoing activity consequent to ongoing coal mining activities. The coal companies under administrative control of this Ministry are entrusted with the responsibility of resettlement and rehabilitation of displaced persons as per the Resettlement & Rehabilitation (R & R) Policy of CIL. CIL has proposed a revised policy for Resettlement and Rehabilitation of Project Affected persons. This policy is under examination in the Government.

[English]

Second Phase of RCH Programme

*150. SHRI BRAJA KISHORE TRIPATHY:

SHRI ANANDRAO VITHOBA ADSUI

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

(a) whether the Government has approved any guidelines for implementation of a National Strategy for Adolescent Reproductive and Sexual Health under the second phase of the Reproductive and Child Health (RCH-II) programme as reported in The Hindu dated January 1, 2006;

(b) if so, the details thereof;

(c) the names of the States which have accepted the said strategy;

(d) the steps taken by the Government to implement the national strategy; and

(e) the assistance proposed to be provided to State Governments to reorganize the primary health care level to cater to the needs of adolescents?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (e) The Government have approved a National Strategy for Adolescent Reproductive Sexual Health as part of Reproductive and Child Health Phase II Programme which commenced in April, 2005.

The Strategy highlights the need to create awareness and a supportive environment for improving health seeking behaviour of adolescents. It focuses on an awareness generation communication programme and a service delivery mechanism for providing Adolescent Sexual Reproductive Health Services through the existing public health system.

The National RCH-II Adolescent Sexual Reproductive Health Strategy has been adopted in almost all States RCH-II Programme Implementation Plans. The States have been provided funds to implement the approved state specific components.

In order to facilitate the implementation of the National Strategy, a National Consultation was held from 02nd to 05th September, 2005, in which a wide range of stakeholders including State Governments participated.

A need for detailed implementation guide for operationalising the National Strategy was felt during the discussion in the National Consultation. A detailed Draft Guideline has been prepared which will be shared with the stakeholders after approval of the competent authority.

Allocation of Coal Blocks to NTPC

*151. SHRI NIKHIL KUMAR:

SHRI ADHIR CHOWDHURY:

Will the Minister of COAL be pleased to state:

(a) whether the Government has decided to allocate seven major coal blocks to the National Thermal Power Corporation (NTPC) to complete its expansion and greenfield projects on time;

(b) if so, the details thereof including the terms and conditions on which exploration work has been assigned to the NTPC; and

(c) the extent to which the Coal India Limited (CIL) is likely to be benefited therefrom?

THE MINISTER OF COAL (SHRI SHIBU SOREN): (a) and (b) Yes, Sir. The following seven coal blocks have been allocated to M/s National Thermal Power Corporation (NTPC) in January, 2006:

- (i) Talaipalli
- (ii) Kerandari
- (iii) Chattibariatu
- (iv) Chhatrasal
- (v) Dulanga
- (vi) Brahmini
- (vii) Chichro Patsimal

In respect of Kerandari, Chattibariatu, Chhatrasal and Dulanga and Talaipalli blocks, M/s NTPC has been asked to approach CMPDIL for geological report. In respect of Brahmini and Chichro Patsimal coal blocks, Coal India Limited (CIL) and M/s NTPC will decide jointly on how the detailed exploration would be undertaken.

(c) CIL will benefit to the extent that it will hold 50% share in the development of Brahmini and Chichro Patsimal coal blocks. If any surplus coal is left after meeting the coal requirement of Kahalgaon and Farakha expansion projects, this will be used for power production by the joint venture company, and CIL will have equal share in that. Development of coal blocks by NTPC will also ease the pressure of coal demand on CIL, and CIL would thus be able to meet the requirement of other consumers.

New Visa Rules by US

*152. SHRI RAYAPATI SAMBASIVA RAO: Will the PRIME MINISTER be pleased to state:

(a) whether the US has delivered a new set of visa rules affecting Indians;

(b) is so, the details thereof;

(c) whether steps have been undertaken by the Government to bailout Indian IT workers in the US;

(d) if so, the details thereof; and

(e) the success achieved in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI ANAND SHARMA): (a) and (b) Government is aware that on 17 January 2006 the US Departments of State and Homeland Security announced measures to speed up the processing of US visas. It is Government's understanding that to decrease the wait time for visa appointments for travelers, American Embassies and Consulates have now established procedures to expedite the processing of business visas and are working closely with local American Chambers of Commerce in many countries to expedite the visa process for bona fide business travelers. US authorities also announced that in the coming months, the Homeland Security and State Departments will work to extend the length of time for foreign students to arrive and live in the US; student visas would be issued up to 120 days before classes begin, as compared to 90 days under current regulations, and students would be allowed into the US 45 days in advance of their studies as compared to 30 days at present.

(c) to (e) Indian missions and consulates abroad, including in the US, are under instructions to render all necessary consular assistance to Indian citizens. Indian consular officers are in regular contact with local authorities of their jurisdiction to assist Indian nationals as required.

Sale of Low Grade/Second Hand Stents

*153. SHRIMATI MANEKA GANDHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether low grade stents and second hand stents are being sold by foreign companies in the country;

(b) whether there are any regulatory agencies looking into import and use of these medical items;

(c) whether no agency conducts a health test of the stents imported into the country putting heart patients at grave risk;

(d) if so, the details thereof; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (e) A Stent is a small, lattice-shaped, metal tube that is inserted permanently into an artery. The stent helps hold open an artery so that blood can flow through it and is considered as medical device. Majority of such products are import based and are used by the medical specialists/Cardiac Surgeons on the basis of their experience in the use of the device and its functional adequacy. No specific complaints about the use of low grade or second hand stents from the surgeons using the device or the consumers have been received by the Drugs Controller General of India.

No separate mechanism to regulate the quality of such medical devices existed earlier. However, the Government have now widened the scope of Drugs and Cosmetics Act by notifying certain medical devices including Cardiac Stents as drugs for the purpose of exercising control over the import, manufacture and sale for these devices. Detailed guidelines have been drawn for initiating regulatory procedures for exercising control over their import, manufacture and conformity assessment.

Role of Women in Panchayati Raj

*154. SHRI M. SREENIVASULU REDDY: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government has formulated the two-child norm as a qualification for contesting Panchayati Raj election;

(b) if so, whether the two-child norm as a qualification is likely to diminish the role of women in Panchayati Raj;

(c) whether any survey has been conducted by the Government regarding the participation of women in the Panchayati Raj on the basis of the said norm;

(d) if so, the outcome thereof; and

(e) the steps taken by the Government to make the role of women in Panchayati Raj more effective?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) Article 243F of the Constitution lays down, broadly, the basic disqualifications for membership to Panchayati Raj Institutions (PRIs). Under this provision, a person shall be disqualified for being chosen as, and for being, a member of a Panchayat —

(i) if he is so disqualified by or under any law for the time being in force for the purposes of elections to the Legislature of the State concerned; or

(ii) if he is so disqualified by or under any law made by the Legislature of the State.

Some States have adopted two-child norm in their Panchayati Raj Acts as a pre-qualification to be eligible to be elected to PRIs.

(b) The Ministry of Panchayati Raj has been of the view that adherence to two-child norm as a pre-qualification for elections adversely affects women's empowerment, young people, Dalits and other weaker sections of the society. This norm is likely to negatively impact the role of women in Panchayati Raj.

(c) and (d) While no survey has been carried out by the Central Government, there are studies available which have noted a disproportionately high number of women who were faced with disqualification for violating the two-child norm. This percentage becomes even higher in the case of Dalits.

(e) The Ministry of Panchayati Raj has been communicating with the State Governments concerned to sensitize them to the issues of gender empowerment so that the unintended consequence of such policies is not to diminish the role of women in Panchayati Raj. Comprehensive discussions on the steps necessary for the empowerment of women took place in the Third Round Table of State Ministers in charge of Panchayati Raj organized by the Ministry of Panchayati Raj. It was resolved unanimously to take the following measures to reinforce the empowerment of women achieved through reservations in the Panchayats:-

(i) make provision for Women Component Plans in the budgets of the PRIs;

(ii) linkages with Self Help Groups (SHGs);

(iii) adequate training and capacity building;

(iv) encouragement to political parties to put up women candidates;

(v) opportunity to women to serve a full term when they are elected to posts in the Panchayati Raj system;

- (vi) Mahila Sabhas (or equivalent) to facilitate women's concerns and priorities being raised in meetings of Gram Sabhas and Ward Sabhas (or equivalent sub-Gram Sabha forums);
- (vii) Separate quorum for women's participation in Gram Sabhas and sub-Gram Sabhas forums.

**Use of Chemical Weapons
by Pakistan**

***155. SHRI UDAY SINGH:** Will the PRIME MINISTER be pleased to state:

- (a) whether Pakistani forces are using chemical weapons as reported in The Hindustan Times dated January 24, 2006;
- (b) if so, the facts thereof;
- (c) whether the use of chemical weapons by Pak forces is creating tension in the region, particularly in India; and
- (d) if so, the reaction of the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) It has been reported in the Pakistani media that Pakistani forces used chemical weapons in Balochistan recently.

On 24 December 2005, Senator Sanaulah Baloch of the Balochistan National Party (BNP) alleged that the army was using gas and chemicals against Balochs. On 24 December 2005, Senators belonging to the nationalist parties of Balochistan accused the military of using poison gas in Kohlu, Balochistan, and of carpet bombing civilians in the area. On 7 February 2006, Mr. Agha Shahid Hasan Bugti, Secretary-General of Jamhoori Watan Party (JWP), accused the paramilitary forces of firing chemical gas shells on civilian population in Dera Bugti, Balochistan.

However, on 2 January 2006, the Spokesman of the Pakistan Army, Maj. Gen. Shaukat Sultan, rejected the reports that Pakistan security forces had used poisonous gas in operations in Balochistan.

(c) and (d) Government remains fully vigilant and will take all necessary steps to safeguard India's security and national interests.

Mission to Moon

***156. SHRI CHANDRA BHUSHAN SINGH:**
SHRIMATI ARCHANA NAYAK:

Will the PRIME MINISTER be pleased to state:

- (a) whether India's first mission to the moon Chandrayan-I is progressing according to schedule;
- (b) if so, the details thereof;
- (c) whether Chandrayan-I would also carry American and European payload; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir. India's first mission to the moon, Chandrayaan-I, is progressing as per plan towards its launch in 2007-08.

(b) The Preliminary Design Reviews of Chandrayaan-I spacecraft and payload systems have been completed. The development of the spacecraft, scientific instruments and establishment of deep space network, are progressing satisfactorily.

(c) and (d) Yes, Sir. In addition to the main Indian scientific instruments, four instruments from Europe and two from US have been selected by ISRO for inclusion in Chandrayaan-I for conducting experiments for the advancement of scientific knowledge about moon.

**Distribution of Free Medicines
to Patients**

***157. SHRI REWATI RAMAN SINGH:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether there are provisions in the Central Government owned hospitals to provide free medicine to the needy and poor patients;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (c) In so far as Central Government Hospitals namely, Dr. R.M.L. Hospital, Safdarjung Hospital and Lady Harding Medical College & Associated Hospitals, J.I.P.M.E.R., Pondicherry are

concerned, all the medicines as per Hospital formulary are provided free of cost to the patients attending hospitals.

So far as the All India Institute of Medical Sciences (AIIMS) is concerned, all life saving emergency medicines and surgical items as per Institute's formulary, are issued to all patients irrespective of their social and economic status. Certain essential drugs which are stocked in the Institute in limited quantity are issued only to those patients who cannot afford to buy such medicines. Patients admitted in private wards are, however, required to buy such medicines. Patients admitted in private wards are, however, required to buy the medicines (other than life saving/emergency medicines) themselves. Further, costly medicines and essential drugs (such as anti-cancer drugs, higher antibiotics) nutritional supplement and high cost surgical disposable etc. are required to be procured by the patients from their sources. For poor and indigent patient, there is a provision for financial help from the Hospital's Poor Patients Fund.

[Translation]

Setting up of Panchayat Training Centres

*158. SHRI SRICHAND KRIPLANI: Will the Minister of PANCHAYATI RAJ be pleased to state:

- (a) whether the Government is contemplating to set up new Panchayat Training Centres in various States;
- (b) if so, the details thereof location-wise alongwith the funds released for the purpose; and
- (c) if not, the reasons therefor?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) to (c) No, Sir. However, the Ministry of Panchayati Raj extends financial assistance to States to carry out the task of imparting training to elected representatives and the Government functionaries concerned in an effective, time-bound and economical fashion. The Ministry provides assistance to State Institutes of Rural Development and a number of extension training centers in different parts of the country which are engaged in imparting the training. The State Governments are also encouraged to use available infrastructure, including networking with NGOs and other institutions, for carrying out the work of Panchayati Raj training.

An exercise is currently underway in the Ministry of Panchayati Raj to prepare a National Training Design that aims at up-scaling the capacity building effort and to make it more comprehensive in terms of coverage, inputs, quality, etc. A separate State Action Plan is also being included for each State/Union Territory.

[English]

Social Development Report

*159. SHRI ASADUDDIN OWAISI: Will the PRIME MINISTER be pleased to state:

- (a) whether according to India's first social development report, 26% or about 260 million people are still below poverty line as reported in The Hindu dated January 28, 2006;
- (b) if so, the details thereof;
- (c) the reaction of the Union Government thereto;
- (d) the States which have substantial percentage of people living below the poverty line;
- (e) whether the Union Government proposes to focus on these States with special social development plans in the Eleventh Plan; and
- (f) if so, the strategy proposed to be chalked out by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) and (b) Yes, Sir. According to the India Social Development Report prepared recently by Council for Social Development, the number of people below poverty line in India has been indicated as 260 million in the year 1999-2000 accounting for about 26% of the country's population.

(c) The figures reported in the said Report are based on the official estimates of people living below poverty line. These estimates are prepared by Planning Commission, based on the large sample surveys conducted by the National Sample Survey Organisation (NSSO), once in approximately five years.

(d) The proportion of people living below poverty line in different states in descending order is given in the enclosed Statement.

(e) No decision has been taken regarding the Eleventh Plan.

(f) In view of reply to (e) above, does not arise.

Statement**Percentage of Population Below Poverty Line
for States/UTs 1999-2000**

S.No.	States/U.T.'s	Population below poverty line (%)
1	2	3
1.	Orissa	47.2
2.	Bihar	42.6
3.	Madhya Pradesh	37.4
4.	Sikkim	36.6
5.	Assam	36.1
6.	Tripura	34.4
7.	Meghalaya	33.9
8.	Arunachal Pradesh	33.5
9.	Nagaland	32.7
10.	Uttar Pradesh	31.1
11.	Manipur	28.5
12.	West Bengal	27.0
13.	Maharashtra	25.0
14.	Pondicherry	21.7
15.	Tamil Nadu	21.1
16.	Andaman & Nicobar Islands	21.0
17.	Karnataka	20.0
18.	Mizoram	19.5
19.	D&N Haveli	17.1
20.	Andhra Pradesh	15.8
21.	Lakshadweep	15.6
22.	Rajasthan	15.3
23.	Gujarat	14.1

1	2	3
24.	Kerala	12.7
25.	Haryana	8.7
26.	Delhi	8.2
27.	Himachal Pradesh	7.6
28.	Punjab	6.2
29.	Chandigarh	5.8
30.	Daman & Diu	4.4
31.	Goa	4.4
32.	Jammu & Kashmir	3.5
All India		26.1

Notes

- Poverty Ratio of Assam is used for Sikkim, Arunachal Pradesh, Meghalaya, Mizoram, Manipur, Nagaland and Tripura.
- Poverty Line of Maharashtra and expenditure distribution of Goa is used to estimate poverty ratio of Goa.
- Poverty Line of Himachal Pradesh and expenditure distribution of Jammu & Kashmir is used to estimate poverty ratio of Jammu & Kashmir.
- Poverty Ratio of Tamil Nadu is used for Pondicherry and A & N Islands.
- Urban Poverty Ratio of Punjab used for both rural and urban poverty of Chandigarh.
- Poverty Line of Maharashtra and expenditure distribution of Dadra & Nagar Haveli is used to estimate poverty ratio of Dadra & Nagar Haveli.
- Poverty Ratio of Goa is used for Daman & Diu.
- Poverty Ratio of Kerala is used for Lakshadweep.

*[Translation]***Quota Fixed for Haj Pilgrimage**

*160. SHRI HEMMAL MURMU: Will the PRIME MINISTER be pleased to state:

(a) the present rules governing permission to Indian citizens to undertake the Haj pilgrimage;

(b) whether the applications received to undertake Haj pilgrimage this year had exceeded the quota fixed by the Government;

(c) if so, the details thereof alongwith the State-wise quota fixed for the recently concluded pilgrimage;

(d) whether the Government has any plans to raise the quota during the coming years;

(e) if so, the details thereof; and

(f) the steps taken/proposed to be taken by the Government to tackle the situation in the event of receipt of huge number of applications?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) Muslim citizens of India can perform Haj either through the Haj Committee of India or through registered private tour operators. The Haj Committee of India's eligibility criteria for Haj pilgrims excludes the following:

- (i) Those who have performed Haj during last five years from any place in India.
- (ii) Those suffering from polio, tuberculosis, congestive cardiac ailment, acute coronary insufficiency, coronary thrombosis, AIDS or any other communicable disease or disability or handicap.
- (iii) Women not accompanied by Sharai-Mehram.
- (iv) Children below 16 years except those infants who will complete 2 years of age by the last inward flight.
- (v) Persons who are crippled, handicapped, lunatic or otherwise physically incapacitated or suffering from amputation of legs.

(b) and (c) Yes, Sir. A statement giving details of number of applications received by the Haj Committee of India and State-wise quota for Haj 2006 is laid on the Table of the House.

(d) to (f) The quota for each country for Haj is fixed by the Government of Saudi Arabia on the basis of certain criteria and India has been allocated a quota of 1,47,000 pilgrims. During Haj 2006, Haj Committee of India was allotted 1,00,000 and private tour operators 47,000. As the total number of pilgrims for each country is set by Saudi authorities, it is not possible for the Government to increase the quota. Whenever there are applications far in excess of the prescribed quota fixed for the State Haj Committees, the selection process is done by draw of lots.

Statement

Statewise No. of Haj Applications received till closing date and Final Quota allotted to the State/Union Territory Haj Committees for Haj 1426(H) – 2005 (AD).

Sl. No.	Name of State/ Union Territory	No. of Appl. Received by SHC's during Haj-2006	Haj 2006 Final Quota
1	2	3	4
1.	Andaman and Nicobar	40	40
2.	Andhra Pradesh	6385	6385
3.	Assam	2150	2150
4.	Bihar	2200	2200
5.	Chandigarh	33	33
6.	Chhattisgarh	595	552
7.	Dadra and Nagar Haveli	4	4
8.	Daman and Diu	14	14
9.	Delhi	3705	2186
10.	Goa	34	34
11.	Gujarat	7986	6185
12.	Haryana	954	954
13.	Himachal Pradesh	61	61
14.	Jammu and Kashmir	9300	9148
15.	Jharkhand	1068	1068
16.	Karnataka	5646	5646
17.	Kerala	13002	10590
18.	Lakshadweep	231	77
19.	Madhya Pradesh	5276	5172
20.	Maharashtra	11452	11452
21.	Manipur	197	197
22.	Orissa	432	432

1	2	3	4
23.	Pondicherry	88	80
24.	Punjab	258	258
25.	Rajasthan	5611	5611
26.	Tamil Nadu	3900	3900
27.	Tripura	25	25
28.	Uttar Pradesh	18800	18800
29.	Uttaranchal	1404	1364
30.	West Bengal	3382	3382
	Govt. Quota	1947	2000
	Total	106,180	100000

*[English]***Outsourcing Pathological Tests**

*161. SHRI KIRTI VARDHAN SINGH:

SHRI EKNATH MAHADEO GAIKWAD:

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

(a) whether countries like UK, UAE and Bangladesh are outsourcing specialized pathological tests to India as reported in the Times of India dated January 9, 2006;

(b) if so, the facts thereof alongwith the names of the companies conducting these tests;

(c) the inflow of foreign exchange on this account;

(d) whether the Government has allowed to Foreign Direct Investment (FDI) to enter this business; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) to (e) Hospitals and Pathological Laboratories from UK, UAE and Bangladesh are in contact with certain private sector laboratories in India to facilitate sending of pathological samples from these countries to specific labs in India for testing. This is

a recent development hence there are no comprehensive studies available regarding the nature and extent of this business.

Clients from UK, UAE and some SAARC countries have approached companies like SRL Ranbaxy, Metropolis and Dr. Lal Path Labs Pvt. Ltd etc. for outsourcing samples for testing. SRL Ranbaxy conducts pathological test for institutions from UK, UAE, Bangladesh, Nepal, Sri Lanka etc., while Dr. Lal Path Labs Ltd. also provides this facility.

According to some projections, the current revenues generated from this business is around US \$ 1 million per annum. There is no specific proposal pending before Government to allow FDI in this sector.

Bharat Nirman Yojana

1061. SHRI M.K. SUBBA: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has drawn any policy for the development of Rural masses of Assam and other North-Eastern States under the Bharat Nirman Yojana;

(b) if so, the salient features thereof alongwith the approved cost of projects thereunder, State-wise; and

(c) the time by which the same is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) and (c) With a view to build rural infrastructure the four year Bharat Nirman programme was launched in 2005-06 covering the entire country including Assam and other North Eastern states. The six components of Bharat Nirman are irrigation, road, rural housing, rural water supply, rural electrification and rural telecommunication connectivity. The agenda for Bharat Nirman include ongoing programmes and up scaling of some of the ongoing programmes.

(b) The Statewise details of projects and funds allocated to the North Eastern states during the current year 2005-06 (first year of Bharat Nirman) are given in the enclosed Statement I and II respectively.

Statement-I***Bharat Nirman Physical Targets for various components for
North Eastern States for 2005-06***

Sl. No.	State	Roads			Housing (in No's)	Drinking Water Habitations (in No's)	Electrification Villages to be covered (in No's)
		New Connectivity (in km)	Upgradation (in km)	Habitations to be covered (in No's)			
1.	Arunachal Pradesh	162.500	0	22	4603	397	
2.	Assam	605.852	0	421	101790	1871	
3.	Manipur	100.000	0	11	3996	133	
4.	Meghayala	123.609	0	35	6959	348	
5.	Mizoram	82.746	0	12	1483	130	
6.	Nagaland	93.318	0	9	4605	64	
7.	Sikkim	75.031	0	22	881	71	
8.	Tripura	94.774	0	66	8967	425	
Total		1337.830	0.000	598	133284	3439	Nil

Note

- (i) NE states are not covered under the 10,366 villages to be electrified in 2005-06
- (ii) For irrigation only the country target under Bharat Nirman is fixed up i.e. 1.90 m.ha.
- (iii) In Telephone the total villages to be covered in Assam under Bharat Nirman is 8931 against which is 2366 villages have been covered till December 2005
- (iv) In other NE States the total telephones to be covered under Bharat Nirman is 3678 against which 107 have been covered till December 2005

Statement-II***Bharat Nirman Financial Allocations for various components for
North Eastern States for 2005-06***

Sl. No.	State	Roads PMGSY	Housing IAY	Drinking Water ARWSP	Electrification RGGVY	Irrigation AIBP
1	2	3	4	5	6	7
1.	Arunachal Pradesh	52.00	9.49	90.60		20.00
2.	Assam	176.00	209.94	152.80		35.00
3.	Manipur	28.00	8.24	31.10		86.78
4.	Meghayala	40.00	14.35	35.83		4.00
5.	Mizoram	27.00	3.06	25.69		10.00

1	2	3	4	5	6	7
6.	Nagaland	25.00	9.50	26.37		8.00
7.	Sikkim	25.00	1.82	10.83		1.50
8.	Tripura	35.00	18.49	31.78		35.55
	Total	408.00	274.89	405.00	Nil	200.83

Note:

(i) RGGVY is demand driven. Hence no normal allocations.

(ii) Telephone: Being provided using the USO Fund. Rs. 39 lakhs released to N.E. states in 2005-06

PMGSY: Prime Minister Gram Sadak Yojana

IAY: Indira Awaas Yojana

ARWSP: Accelerated Rural Water Supply Programme

RGGVY: Rajiv Gandhi Grameen Vidhyutikaran Yojana

AIBP: Accelerated Irrigation Benefit Programme

USO Fund: Universal Service Obligation Fund

**Advisories Issued by Australia
and Canada**

1062. SHRI S.K. KHARVENTHAN: Will the PRIME MINISTER be pleased to state:

(a) whether Australia and Canada have issued advisories warning to its citizens against-traveling to some of the North-Eastern States and some other parts of the country citing adverse law and order situation;

(b) if so, the details thereof;

(c) whether the Government has taken any concrete steps to rectify the situation and to improve the tourist traffic in all parts of the country particularly in those States;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b)

Canada: Canadian Foreign Office has issued a travel advisory updated on 27 January 2006. It advises against traveling to the North-Eastern States of Manipur, Tripura, Assam and Nagaland. It also advises against travelling to Jammu & Kashmir with the exception of Ladakh. It recommends against travelling to the border areas of Gujarat, Rajasthan, Punjab and areas of Ladakh close to the Line of Control. It also advises against travelling to the border areas of Assam and West Bengal. High Commission

of India, Ottawa has taken up the matter with the Canadian Government.

Australia: Australia has issued travel advisory regarding travel to India. The overall advice is to exercise extreme caution in respect of travel to certain parts of India. Apart from J&K, their advice is to "reconsider need to travel" to the North-Eastern States of Assam, Nagaland, Tripura and Manipur. The reasons cited are possible risks of armed robbery, kidnapping, extortion and terrorism related incidents. The Australian advisory earlier mentioned "communal tension" also as one of the reasons for exercising caution to travel to India. However, the matter was taken up with the Australian authorities by our Mission in Canberra. Following their efforts, reference to "communal tension" has since been dropped in December 2005 travel advisory.

(c) to (e) Government has taken various steps to counter the threat posed by insurgent groups in the North Eastern Region which, inter-alia, include holding peace talks with various insurgent groups, enhancing the capabilities of the State Police, reimbursement of Security Related Expenditure to the North Eastern States, deployment of Army and Central Para Military Forces in the region, coordinated action by the security forces for counter insurgency operations and development of socio-economic infrastructure in the region.

To encourage flow of foreign tourists to protected/restricted areas in the North Eastern Region, some relaxations have been made in the Protected Area Permit/Restricted Area Permit regime prevalent in the North

Eastern Region. The North Eastern States are also encouraged to participate in international travel fairs and exhibitions to showcase their tourism products, by providing space on a complimentary basis within the India Pavilion set up by the Ministry of Tourism at certain major international exhibitions.

[Translation]

Actual Figure of People Living Below Poverty Line

1063. SHRI KAILASH MEGHWAL: Will the PRIME MINISTER be pleased to state:

(a) whether different figures are being given about the number of people living below the poverty line in the country;

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

(c) whether until the factual figure about the people living below the poverty line is not ascertained, no effective scheme or policy can be framed for their upliftment; and

(d) if so, the steps being taken to find out the actual number of people living below the poverty line in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) and (b) The estimation of the incidence of poverty is done by three different methodologies.

(i) Official methodology of poverty estimation by the Planning Commission:

The Planning Commission estimates the incidence of poverty at national and state level from the large sample survey on household consumer expenditure conducted by

the National Sample Survey Organisation (NSSO) at an interval of approximately five years according to the Expert Group Methodology (Lakdawala Committee on Estimation of Proportion and Number of Poor). The latest available data from such survey is from NSS 55th Round, which was conducted in 1999-2000. The State-wise number and percentage of persons living below the poverty line using data from the above quinquennial round of National Sample Survey Organization is given in the enclosed Statement.

(ii) BPL Census:

BPL Census is not a methodology by which poverty is estimated, basically it is done to identify the BPL households for eligibility under the various anti-poverty programmes.

This census is conducted by the different State Governments with the help of the Ministry of Rural Development. The census is required for implementation of various poverty alleviation programmes and the identification of the beneficiaries.

(iii) By International Agencies:

The criteria used by the International Agencies is \$ 1 per person per day in 1985 PPP (Purchasing Power Parity). This estimate is not used by the Government of India, since it does not distinguish between rural and urban areas or between different States of the country.

(c) and (d) The official estimate of poverty by the Planning Commission is the standard method which is adopted for uniform calculation of poverty by the Government of India for the purpose of allocating funds under the various anti-poverty schemes/programmes. The actual selection of beneficiaries is based on the identification made through the BPL Census. Thus, there is no problem in framing and implementing effective schemes and policies for uplifting people below the poverty line.

Statement

Number and Percentage of Population Below Poverty Line by States – 1999-2000

No.	States/U.T.'s	Rural		Urban		Combined	
		No. of Persons (Lakhs)	% of Persons	No. of Persons (Lakhs)	% of Persons	No. of Persons (Lakhs)	% of Persons
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	58.13	11.05	60.88	26.63	119.01	15.77

1	2	3	4	5	6	7	8
2.	Arunachal Pradesh	3.80	40.04	0.18	7.47	3.98	33.47
3.	Assam	92.17	40.04	2.38	7.47	94.55	36.09
4.	Bihar	376.51	44.30	49.13	32.91	425.64	42.60
5.	Goa	0.11	1.35	0.59	7.52	0.70	4.40
6.	Gujarat	39.80	13.17	28.09	15.59	67.89	14.07
7.	Haryana	11.94	8.27	5.39	9.99	17.34	8.74
8.	Himachal Pradesh	4.84	7.94	0.29	4.63	5.12	7.63
9.	Jammu and Kashmir	2.97	3.97	0.49	1.98	3.46	3.48
10.	Karnataka	59.91	17.38	44.49	25.25	104.40	20.04
11.	Kerala	20.97	9.38	20.07	20.27	41.04	12.72
12.	Madhya Pradesh	217.32	37.06	81.22	38.44	298.54	37.43
13.	Maharashtra	125.12	23.72	102.87	26.81	227.99	25.02
14.	Manipur	6.53	40.04	0.66	7.47	7.19	28.54
15.	Meghalaya	7.89	40.04	0.34	7.47	8.23	33.87
16.	Mizoram	1.40	40.04	0.45	7.47	1.85	19.47
17.	Nagaland	5.21	40.04	0.28	7.47	5.49	32.67
18.	Orissa	143.69	48.01	25.40	42.83	169.09	47.15
19.	Punjab	10.20	6.35	4.29	5.75	14.49	6.16
20.	Rajasthan	55.06	13.74	26.78	19.85	81.83	15.28
21.	Sikkim	2.00	40.04	0.04	7.47	2.05	36.55
22.	Tamil Nadu	80.51	20.55	49.97	22.11	130.48	21.12
23.	Tripura	12.53	40.04	0.49	7.47	13.02	34.44
24.	Uttar Pradesh	412.01	31.22	117.88	30.89	529.89	31.15
25.	West Bengal	180.11	31.85	33.38	14.86	213.49	27.02
26.	Andaman and Nicobar Islands	0.58	20.55	0.24	22.11	0.82	20.99
27.	Chandigarh	0.06	5.75	0.45	5.75	0.51	5.75
28.	Dadra and Nagar Haveli	0.30	17.57	0.03	13.52	0.33	17.14
29.	Daman and Diu	0.01	1.35	0.05	7.52	0.06	4.44

1	2	3	4	5	6	7	8
30.	Delhi	0.07	0.40	11.42	9.42	11.49	8.23
31.	Lakshadweep	0.03	9.38	0.08	20.27	0.11	15.60
32.	Pondicherry	0.64	20.55	1.77	22.11	2.41	21.67
	All India	1932.43	27.09	670.07	23.62	2602.50	26.10

Note:

1. Poverty Ratio of Assam is used for Sikkim, Arunachal Pradesh, Meghalaya, Mizoram, Manipur, Nagaland and Tripura.
2. Poverty Line of Maharashtra and expenditure distribution of Goa is used to estimate poverty ratio of Goa.
3. Poverty Line of Himachal Pradesh and expenditure distribution of Jammu & Kashmir is used to estimate poverty ratio of Jammu & Kashmir.
4. Poverty Ratio of Tamil Nadu is used for Pondicherry and A & N Islands.
5. Urban Poverty Ratio of Punjab used for both rural and urban poverty of Chandigarh.
6. Poverty Line of Maharashtra and expenditure distribution of Dadra & Nagar Haveli is used to estimate poverty ratio of Dadra & Nagar Haveli.
7. Poverty Ratio of Goa is used for Daman & Diu.
8. Poverty Ratio of Kerala is used for Lakshadweep.

*[English]***Launching of Communication Satellites**

1064. SHRI JASHUBHAI DHANABHAI BARAD: Will the PRIME MINISTER be pleased to state:

(a) whether the Indian Space Research Organisation (ISRO) has decided to launch various communication satellites into the geostationary orbit;

(b) if so, the time by which these communication satellites will be launched;

(c) the total cost of each of these communication satellites; and

(d) the extent to which these satellites will be helpful in improving the communications?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir. Government have currently approved launching of five Communication Satellites viz., INSAT-4C, INSAT-4B, GSAT-4, INSAT-4D/GSAT-5 and INSAT-4 E/GSAT-6.

(b) and (c)

Satellite	Satellite (Rupees in crores)	Cost Schedule
1	2	3
INSAT-4C	95.75	2006-07
INSAT-4B	201.75	2006-07

1	2	3
GSAT-4	99.00	2006-07
INSAT-4D/GSAT-5	123.75	2007-08
INSAT-4E/GSAT-6	269.00	2008-09

(d) These satellites will enhance the communication infrastructure in the country in the areas of TV broadcasting including direct-to-home services and multi-media video broadcast; telecommunications and developmental communications.

Tele-Medicine Through ISRO Satellite

1065. SHRI PRALHAD JOSHI: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has any plans to provide the facility of tele-medicine to rural areas through the ISRO satellite;

(b) if so, the details thereof including the rural areas proposed to be covered, location-wise; and

(c) the details of the services proposed to be extended by such satellite based operations?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir.

(b) Presently ISRO's Telemedicine Network has been established in 126 Remote/Rural/District Hospitals &

Health Centres and 33 Speciality hospitals. The details of hospitals covered and proposed to be covered under Telemedicine are given in the enclosed Statement.

(c) ISRO as a part of the Telemedicine Pilot Project provides satellite connectivity to rural/remote/district hospitals/mobile units/medical college hospitals with Speciality hospitals located in cities and towns. Tele-health services provided by these hospitals (through video conferencing between the doctors of remote/rural hospital and the Speciality hospitals) include tele-consultation, continuing Medication and Training in the areas of Cardiology, Radiology, Gynaecology, Pathology, Ophthalmology, Oncology and community health.

Statement

(i) List of Hospitals covered under Telemedicine:

Andhra Pradesh – Aragonda (Chittoor Dist.), Srihrikota & Hyderabad.

Chhattisgarh – Raipur, Jagadapur, Marwahi, Durg, Rajnandgaon, Dhamtari, Kankar, Korba, Bilaspur, Raigarh, Jangir, Baikunthpur, Ambikapur, Jashpur, Kawardha, Mahasamund.

Karnataka – Bangalore - 9 hospitals & 2 mobile hospitals, Mysore, Chamarajanagar, Sargur, Maddur, Sagar, Chitradurga, Mandya, Tumkur, Sirsi, Karwar, Bagalkot, Yadgir, Gadag.

Kerala – Trivandrum-3 hospitals, Kochi-1 hospital & 1 mobile hospital, Pathanamthitta, Pampa, Kottayam, Kozhikode, Paryaram, Trichur, Alleppey, Mananthavady, Manjeri, Attappady, Palakad-2 hospitals, Idduki, Ernakulam-2 hospitals, Kollam-2 hospitals, Kannur-2 hospitals, Kanhangad, Kozhencherry.

Jammu & Kashmir – Srinagar-2 hospitals, Leh (Ladakh), Katwa, Jammu, Kupwara, Kargil, Doda, Poonch, Zaskar, Uri, Tangdhar.

North Eastern States – Udaipur (Tripura), Guwahati-2 hospitals & Jorhat (Assam), Gangtok (Sikkim), Imphal & Timenglong (Manipur), Itanagar-2 (Arunachal Pradesh), Mokokchung & Kohima (Nagaland), Shillong (Meghalaya).

Punjab – Chandigarh, Dausya (Hoshiarpur), Ajnala (Amritsar), Patiala.

Orissa – 3 Medical college hospitals at Cuttack, Burla & Behrampur.

Tamilnadu – Chennai-3 & 1 mobile, Madurai-4 (2 hospitals & 2 mobile), Theni-1, Coimbatore-1 hospital & 1 mobile hospital, CMC-Vellore.

Andaman & Nicobar Islands – Port Blair-2, Car Nicobar, Kamorta & Campbell Bay.

Pondicherry – Pondicherry-2, Karaikal, Mahe, Yanam.

Union Territory of Lakshadweep – Kavaratti, Agati, Amini, Minicoy, Androthe Islands.

Madhya Pradesh – Gwalior.

Himachal Pradesh – Kulu.

Gujarat – Ahmedabad.

Maharashtra – Mumbai, Chiplun (Ratnagiri), Nagpur.

Rajasthan – Jalawar (Kota), Jaipur.

Uttar Pradesh – Lucknow, Shahjahanpur, Munshirganj (Sultanpur dist.)

West Bengal – Kolkata-3, Krishnanagar (Nadia), Malda, Balurghat (West Dinajpur).

Jharkhand – Ranchi.

New Delhi – 3 hospitals.

Others – 11 hospitals for Armed Forces.

(ii) List of Hospitals proposed to be covered under Telemedicine

Rajasthan – All district hospitals-30, medical college hospitals - 6, mobile hospitals - 6.

Ajmer, Bikaner, Jaipur, Jodhpur, Kota, Udaipur, Alwar, Baran, Barmer, Bharatpur, Bhilwara, Chittorgarh, Churu, Dungarpur, Sri Ganganagar, Jaisalmer, Nagaur, Sikar, Banswara, Bundi, Dausa, Dholpur, Hanumangarh, Jalore, Jhunjhunu, Karauli, Pali, Rajsamand, Sawai Madhopur, Sirohi, Tonk.

Maharashtra – Mumbai -2 hospitals, Sindhudurg, Latur, Nandurba, Beed-3 hospitals.

Uttaranchal – All district hospitals-13, Speciality hospitals-3 at Dehradun, Nainital & Almora and 1 mobile.

North Eastern States –

Assam – Diphu, Kokrajhar, North Lakhimpur, Dhubri, Dhemaji.

Arunachal Pradesh – Pasighat, Tawang, Itanagar.

Manipur — Churachandpur, Thoubal, Jiribam.

Meghalaya — Williamnagar, Jowai, Tura, Shillong.

Mizoram — Lunglei, Sabia, Champai.

Nagaland — Dimapur, Phek, Zunheboto.

Tripura — Kailasahar.

Sikkim — 2 hospitals - to be finalised.

Orissa — Bhawanipatana (Kalahandi), Koraput, Sundergarh, Baripada (Mayurbhanj), Bhubaneswar (Khurda).

New Delhi — one hospital.

Haryana — Gohana & Sonipat.

Andhra Pradesh — 2 hospitals in Hyderabad.

Fortification of Salt

1066. SHRI KULDEEP BISHNOI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has decided to make compulsory the double fortification of salt with iron and iodine;

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

(c) the time by which the double fortified salt is likely to be made available in the market?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) There is no specific proposal of compulsory double fortification of salt with iron and iodine before the Ministry of Health and Family Welfare.

[Translation]

Production of Coal

1067. SHRI HANSRAJ G. AHIR: Will the Minister of COAL be pleased to state:

(a) the company-wise details of the production of coal during the year 2004-05;

(b) the share of open and underground mines in the said coal production;

(c) whether the Coal India Limited (CIL) has formulated any new scheme to enhance the coal production of underground mines; and

(d) if so, the expenditure likely to be incurred to implement this new scheme?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) Company-wise details of the production of coal during the year 2004-05 are given below:-

(Figures in million tonnes)

Company	2004-05
Coal India Limited	323.575
Singareni Collieries Company Limited	35.303
Damodar Valley Corporation	0.401
Indian Iron & Steel Company	0.891
J&K Mineral Limited	0.023
Jharkhand State Mineral Development Corp. Ltd.	0.589
Total Public	360.782
Bengal Emta Coal Mines Limited	3.994
Integrated Coal Mining Limited	2.401
Jindal Steel & Power Limited	2.965
Hindalco Industries Limited	0.524
Meghalaya	5.345
Tata Iron & Steel Company	6.374
Monnet Ispat Limited	0.126
BLA Industries	0.096
Castron Mining Limited	0.008
Total Private	21.833
All India	382.615

(b) The share of Open and underground mines in coal production during the year 2004-05 was 83.70% and 16.30% respectively.

(c) and (d) Yes, Sir. Central Mine Planning and Design Institute Limited (CMPDIL), a wholly owned subsidiary of CIL has drawn up a scheme to modernize and mechanize 110 underground mines at its estimated cost of Rs. 679.37 crores.

Assistance for Medical College

1068. DR. LAXMINARAYAN PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has received any proposal from the Medical College of Bhopal for the financial assistance under the Cancer Control Programme;

(b) if so, the details thereof; and

(c) the time by which the proposal is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) The Proposal of Gandhi Medical College, Bhopal (Madhya Pradesh) was received for consideration of financial assistance under the Oncology Wing Scheme of National Cancer Control Programme. The institution has received Rs.1.50 crores already and Utilisation Certificate for Rs.50 lakhs is still pending from the State Government. The proposal would be considered after the utilisation certificate is settled.

[English]

Recall of Officials

1069. SHRI SUBRATA BOSE: Will the PRIME MINISTER be pleased to state:

(a) whether the officials of the Indian High Commission in Mauritius were recalled enmasse some time back;

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

(c) the steps taken, if any, to avoid recurrence of such situations?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI ANAND SHARMA): (a) and (b) No, Sir. There has been no instance of any enmasse recall of officials from the Indian High Commission in Mauritius.

(c) Does not arise.

National Population Policy

1070. SHRI HITEN BARMAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the medium-term objective set in the National Population Policy (NPP) to achieve the total Fertility Rate (TFR) at 2.1 level by 2010 would restrict out population to 111.90 crore by 2011, as against the target set by the Planning Commission to restrict population growth to 16.2 per cent during 2001-11;

(b) if so, the details thereof and the reasons for higher target set by the Planning Commission;

(c) whether the Planning Commission has drawn the target in consultation with the National Commission on Population;

(d) if so, the details thereof;

(e) whether the Government proposes to provide any new incentive to control the population under the 'New Population Policy'; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (d) The Planning Commission fixed the decadal target of 16.2% for the period 2001-2011, keeping in view the past trends, the existing levels of birth rate, death rate and the Total Fertility Rate and in consultation with a number of agencies like the Registrar General of India. The target growth rate of population is consistent with achieving a TFR of 2.1 in 2010 as targeted in the National Population Policy.

(e) No, Sir.

(f) In view of (e) above, the question does not arise.

Grants to NGOs

1071. SHRI CHANDRAKANT KHAIRE: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the items for which grants are given by the Ministry of Youth Affairs and Sports to NGOs;

(b) whether a number of NGO proposals received from Aurangabad district in Maharashtra, during the last two years are pending;

(c) if so, the reasons for their pendency; and

(d) the steps proposed to be taken to expedite clearance of such proposals?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) NGOs, who are active in the field of Youth & Sports are provided grants under the following Schemes of this Ministry:

1. Promotion of Youth Activities and Training: Under this scheme, grants are given for conducting vocational training programmes, entrepreneurship development programmes and exhibitions.
2. Promotion of National Integration: Under this scheme, grants are given for holding National Integration Camps, Inter-State Youth Exchange Programmes, Seminars and multi cultural activities.
3. Promotion of Adventure: Under this scheme, grants are given for trekking, mountaineering, rock climbing, cycling in difficult terrain, jungle safari, desert safari, grass skiing, snow skiing, bungee jumping, vehicle safari, long distance swimming, surfing, sailing, snorkeling, scuba diving of elementary level, sea awareness, power boating, long distance motor boating, rafting, kayaking, canoeing, elementary para sailing, ballooning and hot air ballooning paragliding.
4. Development and Empowerment of Adolescents: Under this scheme, grants are given for conducting national theme-based seminars, states level seminars and workshops, local level workshops, counselling/career guidance centre, out-reach programme, telephone helplines, life skill education, environment building activities, residential camps, rural counselling and career guidance/career melas.
5. Assistance to National Sports Federations: Under this scheme, grants are given to recognized national sports federations for holding national championships for seniors/juniors/sub-juniors (both for men & women), international tournaments in India, parti-

cipation in training-cum-competition and international tournaments abroad and purchase of sports equipments.

6. Rural Sports Programme: Under this scheme, grants are given for holding district level tournaments for any particular discipline including indigenous sports.

(b) Yes, Sir. Out of 53 proposals received during the last two years from Aurangabad district in Maharashtra 47 proposals are pending.

(c) The reasons for pendency of proposals are (i) receipt of incomplete proposals (ii) non-receipt of requisite documents and (iii) delay in receipt of antecedent report from the concerned authorities.

(d) Pending proposals are reviewed and reminders are sent to all concerned regularly for furnishing required details at the earliest.

Increasing Sports Schools

1072. SHRI SANAT KUMAR MANDAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the current annual allocation of funds to sports schools, State-wise;

(b) whether there are any proposals under the consideration of the Government to increase the number of sports schools;

(c) if so, the details thereof; and

(d) if not, the steps taken/being taken by the Government to encourage and nurture young sports talents of the country to international standard?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) The Government of India has no scheme related to running or supporting Sports Schools.

(b) No, Sir.

(c) Does not arise.

(d) The various sports promotional schemes of the Government to encourage and nurture young sports talent include:

- i) Assistance to National Sports Federation.
- ii) Talent Search and Training.
- iii) Sports Scholarship.
- iv) Rural Sports Programme.
- v) Promotion of Sports and Games in Schools.
- vi) Rajiv Gandhi Khel Ratna, Arjuna and Dhyanchand Awards
- vii) Pension to meritorious Sportspersons.
- viii) Special incentive to medallists in selected international events.

In addition, the Sports Authority of India implements the following Schemes:-

- i) National Sports Talent Contest (NSTC)
- ii) Army Boys Sports Company (ABSC)
- iii) SAI Training Centres (STC)
- iv) Special Area Games (SAG)
- v) Centres of Excellence (COX)

DM Programme in Nizam Institute of Medical Sciences

1073. SHRI KINJARAPU YERRANNAIDU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government has received any request from the Government of Andhra Pradesh to start DM (Rheumatology) programme in Nizam's Institute of Medical Sciences (NIMS);

(b) if so, the details thereof;

(c) whether the proposal is pending for clearance by the Union Government;

(d) if so, the reasons therefor; and

(e) the time by which Union Government is likely to approve the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) A proposal was received in February, 2003 from Nizam's Institute of Medical Sciences, Hyderabad seeking permission to start DM (Rheumatology) course. The Medical Council of India (MCI) after inspection of the institute did not recommend for starting of the course as none of the teaching faculty available was possessing recognized qualification in the subject. The observations of the Council were brought to the notice of the institute. The compliance report on the observations of MCI as received from the institute has been forwarded to the MCI for re-consideration of the matter. Clearance of the proposal will depend on availability of facilities and fulfilment of requirements of MCI Regulations.

Four-Laning of Projects in Punjab

1074. SHRI SUKHDEV SINGH DHINDSA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the details of on-going four-laning projects undertaken by the National Highways Authority of India (NHAI) in Punjab at present; and

(b) the status of each project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) The details of on-going four-laning projects undertaken by National Highways Authority of India and their status are given in the enclosed Statement.

Statement

(Rs. in crores)

S.No.	NH No.	Project	Total lengths (km)	Funded by	Contract Amount	Date of commencement	Completion Target
1	2	3	4	5	6	7	8
1.	1A	Pathahkot Bypass and Pathankot Jammu Section	19.65	NHAI	90.11	Nov. 2005	May, 2008

1	2	3	4	5	6	7	8
2.	1A	Jalandhar Pathankot Section including Chikki Bridge	40.45	NHAI	286.69	Nov. 2005	May, 2008
3.	1A	Jalandhar Pathankot section	44	NHAI	201.00	Nov. 2005	May, 2008
4.	1	Construction of Flyover at Phagwara Junction on NH-1 at Phagawara	1	NHAI	16.07	Dec.2005	Dec. 2006
5.	1	Jaiandhar-Amritsar	49	BOT	(-)6.88 (grant)	May, 2006 Likely date of commencement.	Nov. 2008
6.	22	Ambala-Chandigarh (Punjab Portion)	29	BOT	(-)105.858 (grant)	May, 2006 Likely date of commencement	Nov. 2008

Soil Erosion in Western Ghat

1075. SHRI M.P. VEERENDRA KUMAR: Will the PRIME MINISTER be pleased to state:

(a) whether Western Ghat particularly the Malabar area has been experiencing high rate of soil erosion; and

(b) if so, the steps taken by the Government to check the soil erosion in the Western Ghat?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) Yes, Sir. The State Government of Kerala has reported that high rate of soil erosion has been reported in Malabar area during the monsoon season.

(b) The Western Ghats Development Programme (WGDP) is in operation in designated talukas of the Western Ghats including the Malabar region with the main objectives of eco-preservation and eco-restoration. The basic thrust is on watershed based development so as to ensure a holistic view of water and land resources and to prevent further degradation of these ecological fragile areas. The State Government of Kerala has reported that they are giving top priority to check the soil erosion in the Western Ghats by emphasizing on Watershed programmes. They are providing grants to selected watershed projects to check soil erosion through soil conservation measures like contour bunds, stone bunds, check dams, trenching for ordinary soil, planting trees, etc. under Western Ghats Development Programme and other

measures suggested by Watershed Committee of areas where soil erosion is common during the monsoon seasons.

[Translation]

Downsizing Group 'D' and 'C' Employees

1076. SHRI HARISINH CHAVDA:

SHRI TUKARAM GANPAT RAO RENGE PATIL:

Will the PRIME MINISTER be pleased to state:

(a) whether the number of Group 'D' and Group 'C' employees has been decreasing in the Government Departments;

(b) if so, the reasons therefor and its impact on the administration;

(c) the number of Group 'D' and Group 'C' Government employees in the Government Department in 1990 and as on date, separately; and

(d) the reaction of the Government to the decreasing number of employees in the above categories?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SURESH PACHOURI): (a) to (d) The number of Group 'D' and 'C' Government

employees in the Government Departments as on 31.3.1990 was 16,39,626 and 17,74,005 respectively. As on 1.3.2004 it was 8,79,436 and 20,00,617 respectively.

The number and skills of the employees are governed by the functional requirements, the quality of services to be delivered and the sustainability of the expenses on administration.

[English]

MoU with AAPI

1077. SHRI D. VITTAL RAO:

SHRI RAVI PRAKASH VERMA:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Government and the American Association of Physicians of Indian Origin (AAPI) signed a MoU to improve the primary health sector in the country;

(b) if so, the details thereof and the date from which the said MoU would come into effect;

(c) whether a working group in consultation with the AAPI is proposed to be set up;

(d) if so, the details thereof;

(e) whether the AAPI would establish a group to enable the collection and analysis of empirical data on the status of health and health care delivery in the project areas;

(f) if so, the composition of the said group;

(g) whether the Government and the AAPI would consult the project States and establish direct contacts between overseas Indian health professionals, associations and organizations to facilitate cooperative ventures and promote practical exchanges in research and development in primary health care; and

(h) if so, the present status thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) and (b) Yes. The objective of Memorandum of Understanding (MoU) which came into effect from 7th January, 2006, is to promote, establish and operate primary health care projects in select states of India. The knowledge, skills and resources of American

Association of Physicians of Indian Origin (AAPI) will be harnessed to help improve primary health care in India starting with pilot projects in two or more states. Funds will be provided by the Government of India, state governments concerned and AAPI.

(c) and (d) Yes. A working group in consultation with AAPI to help implement the agreement and oversee the project implementation will be set up.

(e) and (f) Yes. As per MoU this group will be formed soon.

(g) and (h) Yes. However, this will be done during the course of the implementation of the pilot projects.

Modernisation of Hospitals

1078. SHRI J.M. AARON RASHID: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether condition of most of the Government Hospitals in NCT of Delhi is far from satisfactory;

(b) if so, the reasons therefor;

(c) whether the Government has allocated funds for modernization of Hospitals in Delhi;

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

(e) the number of new Hospitals likely to be opened in Delhi before the next Commonwealth Games in 2010?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) No Sir. Health being the State subject it is for the State Governments to monitor the conditions of the Hospitals in their States. The Central Government Hospitals in NCT of Delhi are functioning satisfactorily and quality of services is maintained at all levels. The services at OPD, IPD, Emergency and other basic facilities are provided free of charge to the patients. All the medical life supporting/essential equipments are available in the working condition in the hospitals. The modernization of hospital is a continuous process and the same is undertaken as per the need and available resource. Funds are provided for procurement of modern equipments on the basis of requirement of hospitals and availability of funds. There is no proposal under consideration of Central

Government to open new Central Government Hospitals in the next Commonwealth Games in 2010.

[Translation]

**Special Package for
Backward Districts**

1079. SHRI RAMDAS ATHAWALE: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has announced any special package for tribal dominated districts and districts where forest are in abundance, for the development of railway network, irrigation and mining works; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) No Sir.

(b) Does not arise.

[English]

Setting up of Health Sub-Centres

1080. SHRI RAM KRIPAL YADAV:

SHRI D.P. SAROJ:

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

(a) whether the Government has any plans to set up health sub-centres in Bihar and Uttar Pradesh; and

(b) if so, the details of health sub-centres sanctioned for both the States, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) As per the Tenth Plan Target 1210 Sub-centres are to be set up in the State of Bihar and 1944 in Uttar Pradesh. The State of Bihar has not set up any Sub-centre while the State of Uttar Pradesh has established 1944 Sub-centres. Under National Rural Health Mission (NRHM), it is proposed to consider sanctioning of new Sub-centres as per 2001 population norm.

Cancellation of Licences by CERC

1081. SHRI P.S. GADHAVI:

SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of POWER be pleased to state:

(a) whether the Central Electricity Regulatory Commission (CERC) has threatened to cancel the licences of 13 Power Trading companies; and

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

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) As per the CERC (Procedure, Terms & Conditions for grant of Trading Licence and other related matters) Regulations, 2004 the trading licensees are required to furnish information in specified form to the Commission on quarterly basis, a copy of which is also to be furnished to the Regional Load Despatch Centre (RLDC) and Regional Electricity Board (REB) or the Regional Power Committee (RPC), as the case may be. The licensees are also required to post the said information on their websites.

It was brought to the notice of the Commission that 13 licensees were not complying with the requirement of submission of information to the REB/RPC and RLDC, and posting of reports on the web sites. The Central Commission, therefore, issued orders directing the licensees to explain the reasons for non-compliance of the requirements of the Regulation. The licensees in replies to the Commission's order have undertaken that these Regulations shall be complied with meticulously in future. In view of the undertaking given by the licensees, the Commission, vide its order dated 22.9.2005 has condoned the past non-compliance of the trading regulations.

[Translation]

**Works on National Highways
in Rajasthan**

1082. SHRI JASWANT SINGH BISHNOI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether works on the National Highways passing through Jodhpur district in Rajasthan have started;

(b) if so, the details thereof alongwith the funds sanctioned; and

(c) if not, the time by which the construction works on the National Highways are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF

SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) There are four National Highways namely National Highway 15, National Highway 65, National Highway 112 and National Highway 114 passing through Jodhpur District in Rajasthan. During the last two years 2003-04, 2004-05 and current year 2005-06 (up to 01/06) development works on these National Highways in the form of widening, strengthening, improvement of riding quality etc. amounting to Rs. 94.39 crore covering 459 km length of National Highways have been sanctioned. Out of it, works in 257 km length have been completed and in the balance length works are at various stages of progress. Besides the above, periodic renewal works in 158 km length were undertaken and these works have been completed.

(c) Does not arise.

Ascertaining Causes of Deaths

1083. SHRI SAJJAN KUMAR:

SHRI BALASHOWRY VALLABHANENI:

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

(a) whether out of 95 lakh deaths every year in the country, the actual cause of death is not known in 75 per cent cases;

(b) if so, whether the Government is contemplating to conduct a survey and put in place a mechanism in this regard;

(c) if so, the details thereof;

(d) whether the Government is also contemplating to constitute a special task force for the purpose; and

(e) if so, the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) Medical Certification of Cause of Death (MCCD) under the civil registration has got statutory backing under the section 10(2) and 10(3) of the Registration of Births and Deaths Act, 1969. As per the provision the State Governments are required to notify the hospitals/areas under the Act, wherein cause of each death occurring in hospitals is to be recorded by medical professionals. The scheme has been notified, so far, in 27 States/UTs. The scheme is mainly confined to selected

hospitals, generally in urban areas. The proportion of registered deaths under the Act is less than 50 percent. The percentage of medically certified deaths to total registered deaths during 1999 was found to be 15.4% as compared to 14.9% in the year 1998 whereas the percentage of medically certified deaths to urban registered deaths was 41.3% in 1999. The low percentage of medically certified deaths is mainly due to non-issuance of notification by some of the State Governments, non-availability of adequate infrastructure and manpower to exercise the control over the receipt of returns from the notified hospitals.

Since the scheme covers mostly those deaths, which occurred in the selected medical institutions, generally located in urban areas as such compilation of all India or State level estimates on causes of death is not feasible.

In order to fill up the data gaps on causes of death, the Government of India has introduced Verbal Autopsy (VA) approach as an integral component of the Sample Registration System (SRS), covering all States/UTs both in rural and urban areas since 2004. Verbal autopsy is an investigation of chain of events, circumstances, symptoms and signs of illness leading to death through an interview of close relatives or associates of the deceased. Based on the data on causes of death from SRS, periodic reports would be made available on regular basis by pooling the sample deaths for three years. Further more in order to develop bench-mark data on cause specific mortality by age and sex, a Special Survey of Death (SSD) has been conducted in all States/UTs by pooling the deaths in Sample Registrations System (SRS) for the period 2001-03. The fieldwork has already been completed and double assignment of cause of death by two independent physicians is in progress. The First report on causes of death based on above survey is expected to be brought out during 2006 by Office of Registrar General, India.

[English]

Funds for National Highways/ Expressway

1084. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government has released the entire sanctioned funds to the State Governments for the construction of the National Highways and Expressway;

(b) if so, the details of the funds sanctioned and released to each State during the Tenth Plan period till date, year-wise;

(c) the projects for which said funds have been given;

(d) the extent to which State Governments have utilised the said funds including the progress of the projects; and

(e) the mechanism adopted by the Union Government to monitor the utilization of said funds?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) to (d) The Government allocates funds State-wise for different types of development and upgradation works on the National Highways entrusted to State Governments according to traffic, condition of National Highways, inter-se priority of works and availability of funds. The allocated funds are spent on such works sanctioned for implementation by the State Governments concerned. The State-wise and year-wise allocation and expenditure for such works during the Tenth Plan period are given in the enclosed Statement-I. The development

and upgradation works in the States comprise one or more of the following types of works:-

- (i) Widening to two/four lanes;
- (ii) Strengthening of existing weak pavements;
- (iii) Improvement of low grade sections;
- (iv) Rehabilitation/Construction of bridges;
- (v) Improvement of Riding Quality Programme (IRQP); and
- (vi) Construction of Bypasses.

The State-wise physical achievements of different types of works during the current year upto January, 2006 are given in the enclosed statement-II.

(e) The monitoring mechanism is as under:

- (i) Quarterly work-wise review meeting with the officials of the State Government;
- (ii) Regular field inspection by the officers of the Ministry at different levels; and
- (iii) Taking up appropriate corrective action to expedite the progress of the works.

Statement-I

State-wise and Year-wise details of Funds Allocated, Released and Utilised for upgradation and development of National Highways during Tenth Plan Period (Upto 31.01.2006)

(Rupees in lakhs)

S.No.	Name of States/UTs	2002-2003		2003-2004		2004-2005		2005-2006 (upto 31.01.2006)	
		Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure	Allocation	Expenditure
1	2	3	4	5	6	7	8	9	10
1	Andhra Pradesh	11846.37	11796.50	11051.1	11012.55	9674.34	8986.00	9623.20	5224.00
2	Arunachal Pradesh	45.00	0.00	410	405.05	600.00	591.00	700.00	336.00
3	Assam	7374.65	7364.60	10800.23	10782.57	7980.73	7800.00	6149.60	3789.00
4	Bihar	7652.90	7252.31	6500.00	6002.40	7951.04	5264.00	7899.60	4665.00
5	Chandigarh	270.00	234.11	150	172.53	100.00	99.60	200.00	49.00
6	Chhattisgarh	6120.40	6236.80	4599.92	4238.75	3625.90	3488.60	5370.48	3199.00

[illegible]

Statement-II**State-wise Physical Achievements of Different Types of Works during Financial Year 2005-2006 (upto January, 2006)**

Sl. No.	Name of State	Improvement of low grade sections	Widening to four lanes	Widening to two lanes	Strengthe- ning weak two lane Kms	IRQP Kms	Major Bridges Nos	Minor Bridges Nos
1	2	3	4	5	6	7	8	9
1	Andhra Pradesh	0.00	6.40	50.00	56.80	0.00	1	10
2	Arunachal Pradesh	0.00	0.00	0.00	6.00	0.00	0	0
3	Assam	0.00	0.00	6.72	11.33	59.51	0	0
4	Bihar	0.00	0.00	20.00	0.00	150.00	1	1
5	Chandigarh	0.00	0.00	0.00	0.00	0.00	0	0
6	Chhattisgarh	0.00	0.00	15.00	0.00	85.30	0	1
7	Delhi	0.00	0.00	0.00	0.00	0.00	0	0
8	Goa*	0.00	0.00	0.00	0.00	10.00	0	0
9	Gujarat	0.00	0.00	51.00	70.80	48.00	0	0
10	Haryana	4.78	0.00	63.97	2.85	30.76	2	0
11	Himachal Pradesh	0.00	0.00	1.10	13.98	99.14	0	0
12	Jammu and Kashmir	0.00	0.00	0.00	0.00	0.00	0	0
13	Jharkhand	0.00	0.00	0.00	0.00	115.00	0	0
14	Karnataka	0.00	0.00	30.00	0.00	130.00	0	20
15	Kerala	0.00	0.00	2.00	0.00	114.00	0	0
16	Madhya Pradesh	0.00	0.00	26.00	23.00	202.00	0	0
17	Maharashtra	0.00	0.00	22.00	176.00	83.00	1	20
18	Manipur	0.00	0.00	0.50	1.50	24.00	0	1
19	Meghalaya	0.00	0.00	1.00	1.00	18.00	0	0
20	Mizoram	0.00	0.00	2.00	0.00	8.00	0	0
21	Nagaland	0.00	0.00	0.00	0.00	27.00	0	0
22	Orissa	0.00	0.00	35.00	4.00	55.00	0	0

1	2	3	4	5	6	7	8	9
23	Pondicherry	0.00	0.00	0.00	0.00	0.00	0	0
24	Punjab	1.28	0.00	0.00	70.45	116.76	0	0
25	Rajasthan	0.00	0.00	210.4	115.65	0.00	1	0
26	Tamil Nadu	0.00	0.00	25.78	61.26	26.53	0	9
27	Uttar Pradesh	0.00	5.00	22.00	5.00	437.00	0	0
28	Uttaranchal	0.00	0.00	14.00	0.00	74.43	1	0
29	West Bengal	0.00	0.00	20.00	19.00	48.50	0	0

[Translation]

**Hospitals for Treatment of Leprosy and
Mentally Challenged Children**

1085. SHRI BRAJESH PATHAK:

KUNWAR MANVENDRA SINGH:

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

(a) the number of hospitals meant for treatment of leprosy and mentally challenged children functioning at present and the number of such hospitals opened during the last three years and the current financial year, State-wise;

(b) the amount of assistance provided by the Union Government to these hospitals during the said period;

(c) whether these hospitals have also been provided any foreign assistance; and

(d) if so, the amount so provided during 2004-05 and 2005-06?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) Diagnostic and Treatment Services for leprosy have been integrated with the General Health Care Services in the year 2001-02. Therefore, these services are available in all Government Hospitals free of cost.

In addition 93 hospitals supported by International Federation of Anti Leprosy Association (ILEP) and 10 hospitals run by NGOs who are receiving Grant-in-aid

from Government of India under SET Scheme are also providing these services.

There are no separate hospitals for mentally retarded children nor there is a special component or scheme/ programme for mentally retarded children under National Mental Health Programme as mental retardation is not considered as a mental disease. However, at present there are 37 Mental Hospitals located all over the country where mentally ill patients are treated. The mentally retarded children are looked after in Special Homes/Schools, where facilities for their care are available.

(b) These hospitals providing Anti Leprosy treatment are receiving Anti Leprosy Drugs i.e. Multi Drugs Therapy (MDT) Blister Packs from Government of India. The cost of the drugs supplied during last three years were as under:-

2003-04	-	Rs.10.47 crores
2004-05	-	Rs.08.00 crores
2005-06	-	Rs.06.00 crores

(c) The hospitals supported by International Federation of Anti Leprosy Association (ILEP) are being provided foreign assistance.

(d) The amount of assistance provided during 2004-05 and 2005-06 are as under:-

2004-05	-	Rs.20,79,74,037
2005-06	-	Rs.22,48,85,111

Welfare Schemes/ Programmes for Youth

1086. SHRI KAILASH MEGHWAL: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of Welfare Schemes/programmes for the Youth implemented under the Rural Sports, Programme;

(b) the criteria/norms for providing loans, grants and other financial assistance including the contribution or financial share of the State Governments in this regard; and

(c) the year-wise, scheme-wise and agency-wise details of the amount of expenditure incurred for running these schemes/programmes during the last three years, State-wise?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR) : (a) The Ministry of Youth Affairs and Sports is implementing a scheme of 'Incentives for Promotion of Sports Activities' of which the Rural Sports Programme is one of the components. Under this programme, rural sports competitions/tournaments are organized at Block, District, State and National levels. A Sports Festival for the North-Eastern Region is also organized under this programme.

(b) Grant-in-aid is provided by the Government of

India through the Sports Authority of India (SAI) for organizing District-level, State-level and National-level tournaments. District-level tournaments are organized by States for which the grant-in-aid could also be made available to Non Governmental Organisation, including the Nehru Yuva Kendra Sangathan. The State/UT level tournaments are organized by SAI in collaboration with States/UTs. Financial assistance for holding the district-level & State-level tournaments amounts to Rs.30,000/- and Rs.50,000/- per discipline respectively. In the case of UTs, the state level assistance is restricted to Rs.25,000/- per discipline. For National level tournaments, a grant of Rs.2,50,000/- per discipline is provided to SAI for organizing the tournament separately for men and women in various States by rotation.

In order to broad-base games and sports by tapping hidden talent in the North-Eastern States, the Government of India provides enhanced assistance of Rs.50,000/- per district for district-level competitions and Rs.75,000/- per discipline for State-level competitions under the component of Sports Festival for the North-Eastern Region. The North-Eastern States covered under the scheme are Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim and Tripura.

(c) A list indicating the details of financial assistance released to States/UTs under the Rural Sports Programme during the last three years is enclosed as Statement.

Statement

Details of Financial Assistance released to the States/UTs for the lower level competitions during last three years

(in Rs.)

S.No.	State	2003-04	2004-05	2005-06
1	2	3	4	5
1	Assam	300000/- (2001-02) 300000/- (2003-04)	800000/-	800000/-
2	Andhra Pradesh	Proposal not received	Proposal not received	Proposal not received
3	Bihar	240000/-	640000/-	Proposal not received
4	Haryana	Proposal not received	Proposal not received	Proposal not received
5	Jammu and Kashmir	300000/-	800000/-	800000/-

1	2	3	4	5
6	Himachal Pradesh	Proposal not received	320000/-	Proposal not received
7	Punjab	300000/-	800000/-	800000/-
8	Kerala	Proposal not received	Proposal not received	Proposal not received
9	Rajasthan	300000/-	Proposal not received	Proposal not received
10	Nagaland	150000/-	800000/-	400000/-
11	Goa	210000/-	300000/-	Proposal not received
12	Madhya Pradesh	Proposal not received	Proposal not received	Proposal not received
13	Orissa	300000/-	800000/-	800000/-
14	Karnataka	300000/-	800000/-	Proposal not received
15	Tripura	300000/-	800000/-	800000/-
16	Tamil Nadu	210000/-	Proposal not received	Proposal not received
17	Uttar Pradesh	300000/-	800000/-	Proposal not received
18	Maharashtra	Proposal not received	Proposal not received	800000/-
19	Mizoram	Proposal not received	200000/-	800000/-
20	Uttaranchal	270000/-	720000/-	720000/-
21	Lakshadweep	Proposal not received	Proposal not received	Proposal not received
22	Chandigarh	Proposal not received	Proposal not received	95750/-
23	Chattisgarh	Proposal not received	Proposal not received	800000/-
24	Sikkim	Proposal not received	Proposal not received	400000/-
25	Arunachal Pradesh	Proposal not received	Proposal not received	800000/-

Note: Financial Assistance to Tripura have been released and the funds for other States will be released to them after the receipt of detailed reports alongwith statement of expenditure for the year 2005-06.

**Passenger Ship Service between
Mumbai and Karachi**

1087. SHRI BAPU HARI CHAURE:

SHRI SANJAY DHOTRE:

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

(a) whether a passenger ship service is proposed to be introduced between Mumbai and Karachi;

(b) if so, whether any talks have been held or proposed to be held in this regard; and

(c) if so, the details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) In technical level talks on Shipping between India and Pakistan held in Karachi during 8-10 December, 2005, Pakistan side indicated the need for starting ferry service between

Mumbai and Karachi. Indian side requested the Pakistani side to forward a viable proposal for consideration. No proposal has been received from Pakistan as yet.

Opening of Passport Offices

1088. SHRIMATI PRATIBHA SINGH:

SHRI JASHUBHAI DHANABHAI BARAD:

SHRI ADHIR CHOWDHURY:

Will the PRIME MINISTER be pleased to state:

(a) the number of passport offices opened in the country during each of the last three years, State-wise;

(b) the norms laid down for opening of new regional passport offices in the country;

(c) the details of the action plan formulated for the modernization and expansion of the existing passport offices in the country;

(d) whether the Government has received any requests from the State Governments for opening of new passport offices in the States, particularly at Shimla in Himachal Pradesh;

(e) if so, the details thereof along with the places identified so far, State-wise; and

(f) the time by which these passport offices are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) During the last three years, only one Passport Office was opened in Surat (Gujarat).

(b) A variety of factors such as demand for passports including the number of passport applications from an area in the last three years, work load, functional requirements and administrative exigencies are taken into consideration for opening of new Passport Offices;

(c) Details are given in the enclosed Statement.

(d) Yes. Requests have been received from the Governments of Himachal Pradesh, Uttaranchal and Chhattisgarh for opening of Passport Offices;

(e) and (f) Government have decided in principle to open new Passport Offices in Dehradun, Raipur, Shimla and Malappuram. Action is at hand to open new Passport,

Offices in near future depending upon the availability of manpower and logistical back up.

Statement

Steps taken to modernize passport issuing process:-

- (i) There are 30 Passport Offices and 15 Passport Application Collection Centres (PACCs) (manned by CPO staff). Passport applications can also be submitted at 433 District Passport Cells (DPCs) and 218 Speed Post Centres.
- (ii) The Specified time frame for issuance of fresh passports for Tatkaal Scheme has been brought down. Similarly, time frame in re-issue cases has also been brought down.
- (iii) Instructions have been issued to all Passport Offices to issue fresh passports within 30 days subject to receipt of clear Police Verification Report.
- (iv) A new system has been introduced in certain Passport Offices where approval for issuance of passport is done at the counter itself.
- (v) Pendency Clearance Drives are undertaken frequently to clear any backlog and to issue passports expeditiously. Many Passport Offices have joined in this initiative.
- (vi) Problems of touts is kept under check with the help of local police authorities.
- (vii) On-Line Registration of the applications has been started in few Passport Offices and it will be, gradually, extended to other offices.
- (viii) SIU Study of all Passport Offices has been undertaken for creations of additional posts to render expeditious service to passport applicants.

[English]

Spread of Leprosy by Mosquitoes

1089. SHRI B. MAHTAB: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government is aware about the claim of some scientists from Kolkata stating that mosquitoes can spread leprosy;

(b) if so, the facts thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Sir.

(b) and (c) Leprosy is a communicable disease which spreads very slowly in individuals and community. The most common mode of transmission of leprosy is through naso-respiratory tract and to a lesser extent through direct skin to skin contact. No other specific mode of transmission has been proved.

Researchers from Kolkata school of Tropical Medicine have conducted a study on mice bitten by Aedes mosquito having germ that causes leprosy i.e. (Mycobacterium Leprae) and demonstrated the presence of M. Leprae in footpads of mouse. However no research has been conducted on human beings.

A similar study conducted by JIPMER, Pondicherry concluded that mosquitoes can transfer viable M. Leprae to mouse footpads but the results are insufficient to come to any conclusion about the actual role of the mosquitoes in transmission of leprosy in field conditions.

Findings documented in literature quote that Mycobacterium leprae have been successfully isolated from mosquitoes collected from endemic areas but the role of biting arthropods in transmission of leprosy in human beings is considered negligible.

[Translation]

Setting up of Power Projects Abroad by NTPC

1090. SHRI TUFANI SAROJ: Will the Minister of POWER be pleased to state:

(a) whether the National Thermal Power Corporation (NTPC) has taken initiative to set up power projects in Sri Lanka and Nigeria;

(b) if so, the details of such projects;

(c) whether the NTPC has started extending technical cooperation to other countries; and

(d) if so, the details of such countries?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR

SHINDE): (a) and (b) NTPC is having preliminary discussions with Government of Sri Lanka for setting up of 2x250 MW power project in Trincomalee region in Sri Lanka in Joint Venture with Ceylon Electricity Board. A draft MoU in this regard has been sent to Government of Sri Lanka.

Further based on the discussion with Nigerian Government delegation during their visit to India in September, 2005, NTPC with a view to get share in Gas/LNG from Nigeria for import to India for its power stations is having exploratory discussions for setting up a coal based integrated plant with Coal Mining which is a criterion by Nigerian Government to have a share in their gas fields.

(c) and (d) Yes, Sir. NTPC has been giving technical cooperation including training to other countries through Consultancy services. NTPC has recently given technical services to following countries:

- Bahrain – one year comprehensive training to Power Engineers of Aluminum Bahrain in NTPC Gas Power Stations in India.
- Oman – Training to technical personnel of Oman Refinery Company.
- Nigeria – Deputation of two shift charge engineers in a Gas based power station for a period of three months, to assist in Operation and Maintenance of the plant.

[English]

Removal of Hospital from CGHS Panel

1091. MS. INGRID MCLEOD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Maharaja Agrasen Hospital at Punjabi Bagh, Delhi, has been removed from the list of hospitals recognised by the CGHS;

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

(c) whether any other private hospital in the vicinity has been recognised for the treatment of CGHS beneficiaries; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir.

(b) Do not arise.

(c) and (d) Yes Sir, other recognized private hospitals under CGHS Delhi in the near vicinity of Punjabi Bagh are as under:-

1. Sunder Lal Jain Hospital, Ashok Vihar, Phase-III, New Delhi.
2. Jaipur Golden Hospital, 2, Institutional Area, Rohini, New Delhi
3. Jeevan Mala Hospital, 67/1, New Rohtak Road, New Delhi-110005.

Conversion of National Highway into Four Lane

1092. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to convert the National Highway leading to Mundra Port into four lane; and

(b) if so, the timeframe for the completion of the same?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Ministry has decided that if viable, the stretch from km 0/0 to 60/0 of NH-8A (Extension) leading to Mundra Port may be upgraded to 4-lane on Build-Operate-Transfer (BOT) basis at zero grant. In this regard, Government of Gujarat has been requested to

carry out the feasibility study. The report is awaited. As such, it is too early to give the time frame for the completion of the project.

[Translation]

Water Crisis in Reservoirs

1093. PROF. MAHADEORAO SHIWANKAR:

SHRI SHISHUPAL PATLE:

Will the Minister of POWER be pleased to state:

(a) whether reservoirs of the country which generate more than 60 megawatt power are facing water crisis;

(b) if so, the total number of reservoirs where water crisis is prevailing along with the time since when these projects are facing water crisis;

(c) the estimated megawatts of power which could not be generated annually on account of the said crisis; and

(d) the corrective steps taken/proposed to be taken by the Union Government in this regard?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) As per the storage position of the 23 reservoirs monitored by Central Electricity Authority, four reservoirs namely Rihand, R.P. Sagar, Gandhisagar & Rengali are having storage less than ten years' average storage. The storage position of other reservoirs is comfortable as compared to ten years' average. The details of storage position of reservoirs as on 17.2.2006 are given in the enclosed Statement.

(c) The shortfall in generation due to water crisis in the above four reservoirs from April, 2005 to January, 2006 is 478 MU is furnished below:-

Name of the reservoir	Generation target (MU) (April 2005-January 2006)	Actual generation (MU) (April 2005-January 2006)	Shortfall in generation (MU)
R.P Sagar	503	453	50
Rihand	939	648	291
Gandhi Nagar	235	129	106
Rengali	658	627	31

(d) The inflow into the reservoirs and their storage depends on the rainfall during South-West monsoon/snow melt. Though the generation from the above four reservoirs based stations is low, the overall generation from reservoir based hydro stations during the current year upto January,

2006 was 36,694 MU which is 21% higher than the generation target of 30,202 MU. In case of shortage of water due to water crisis, the shortfall in generation from hydro-electric stations could be made up by maximizing the generation from thermal power stations.

Statement

Storage Position of Major Reservoirs as on 17.2.2006

Sl. No.	Name of Organizations	Name of Reservoirs	Installed Capacity (MW)	FRL (ft)	MDDL (ft)	Target from April 05 to Jan 06 (MU)	Actual Generation from April 05 to Jan 06 (MU)	% achievement over target	Storage as % of live capacity at FRL as on 17.02.2006				Level (in feet)	
									Current year	Last 10 Years' Average	As on 17.02.06	As on 17.02.05		
1	2	3	4	5	6	7	8	9	10	11	12	13		
1	BBMB	Bhakra	1354.5	1685.00	1462.00	5194.00	5904.00	113.67	49	30	1605.51	1532.72		
		Pong	360	1400.00	1260.00	1077.00	1430.00	132.78	47	42	1342.62	1317.80		
2	PSEB	Ranjit Sagar	600	1731.97	1600.74	1050.00	1915.00	182.38	20	6	1626.65	1631.41		
3	RRUVNL	RP/J. Sagar	271	1157.50	1125.00	503.00	453.00	90.06	19	35	1133.94	1148.58		
4	UPHPC	Rihand/Obra	399	880.00	830.00	939.00	647.00	68.90	26	47	845.00	841.98		
5	UTRCHL S.E.B.	Ramganga	198	1200.79	1039.00	127.00	207.00	162.99	45	40	1133.91	1120.20		
6	GEB	Ukai	300	345.00	270.00	597.00	482.00	80.74	62	52	325.39	315.28		
7	MPEB	G. Sagar	115	1312.00	1250.00	235.00	128.00	54.47	2	21	1252.86	1269.41		
8	MSEB	Koyna	1920	2158.50	2000.00	2376.00	3902.00	164.23	59	60	2118.50	2121.00		
9	APGENCO	Machkund	114.75	2750.00	2685.00	592.00	528.00	89.19	70	52	2738.52	2729.46		
		N.J. Sagar	810	590.00	513.00	1185.00	1835.00	154.85	58	21	554.78	502.19		
		Srisaigram	770	885.00	805.00	1890.00	3258.00	172.28	60	49	862.49	849.50		
10	KPCL	Sharavathy	1011	1819.00	1715.00	3826.00	4458.00	116.52	60	39	1798.37	1786.89		
		Supa	910	1850.39	1684.71	1801.00	1741.00	96.67	68	31	1811.30	1746.04		
11	K.S.E.B.	Idukki	780	2403.00	2280.00	1543.00	1975.00	128.00	67	45	2372.84	2345.97		
		Sabrigiri	300	3220.00	2980.00	834.00	1234.00	147.96	76	52	3193.99	3162.43		
		Idamalayar	75	554.46	377.30	225.00	294.00	130.67	64	50	510.46	483.13		

1	2	3	4	5	6	7	8	9	10	11	12	13
12	T.N.E.R	Mettur	360	790.00	693.01	636.00	1044.00	164.15	87	38	782.27	725.32
13	OHPC	Hirakud	307.5	630.00	590.00	913.00	830.00	90.91	71	66	620.87	618.79
		Balimela	360	1516.00	1440.00	964.00	805.00	83.51	39	25	1478.40	1469.21
		Rengall	250	405.00	359.97	658.00	627.00	95.29	52	61	388.15	387.59
		U. Indravati	600	2106.30	2050.52	1739.00	1424.00	81.89	62	57	2088.10	2080.68
		Upper Kolab	320	2814.98	2769.05	473.00	509.00	107.61	53	42	2798.16	2799.38

*[English]***Reconstruction Works in Iraq**

1094. SHRI BALASHOWRY VALLABHANENI: Will the PRIME MINISTER be pleased to state:

(a) the details of the role being played by India in the reconstruction works in Iraq; and

(b) the details of the benefits likely to be accrued to India as a result of its bilateral ties with Iraq?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) In response to UN Secretary-General's appeal in 2003, India has committed US \$ 20 million for assistance to the Iraqi people for rehabilitation and reconstruction. Government of India has also contributed an amount of US \$ 10 million to the two Iraq Trust Funds being coordinated by the UN and World Bank respectively for reconstruction of Iraq. India has offered assistance to Iraq in the reconstruction work through capacity-building and development of its human resources by providing training in India to Iraqi officials in wide ranging areas. As part of humanitarian assistance, Government of India has supplied milk powder to Iraqi children and is providing fortified biscuits to Iraqi school children in cooperation with the UN World Food Programme.

(b) India's relations with Iraq will be further strengthened to mutual benefit.

**Acquisition of New Ships
by SCI**

1095. SHRI DHANUSKODI R. ATHITHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Shipping Corporation of India (SCI) has sought approval of the Government to acquire more ships;

(b) if so, the details thereof;

(c) the total amount involved for acquiring new ships;

(d) whether the SCI has sought financial assistance from the Government in this regard; and

(e) if so, the details thereof?

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

(b) and (c) The Shipping Corporation of India (SCI) has sought the approval of the Government to acquire the following ships at an indicative price stated against each.

Vessel Type	Nos.	Indicative Cost (Rs. Crs.)
Capesize Bulk Carriers	2	563.20
LR-I size Product Tankers	6	1,135.20
Handmax Bulk Carriers	6	818.40
4,300 teu Container Vessels	2	528.00
Aframax tankers	4	1,091.20
Panamax Bulk Carriers	4	633.60
5,000 teu Container vessels	2	616.00
LR-II size Product Tankers	2	563.20
Total	28	5,948.80

(d) and (e) No, Sir. The SCI has proposed to finance the acquisitions from its internal resources and by Commercial borrowings.

Periodic Health Check Ups

1096. SHRI JOACHIM BAXLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Union Government is contemplating to introduce a policy under which people will have to undergo periodic health check-ups;

(b) if so, the details thereof;

(c) the time by which the above policy is likely to be formulated and implemented in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir.

(b) and (c) Do not arise.

(d) Under the existing healthcare delivery system in India, the mechanism is inbuilt to provide health checkups to the people. The healthcare including health checkup facilities are available in the healthcare delivery system at the Primary Health Centre (PHC), Community Health Centre (CHC), District Hospital, Medical Colleges, besides premier apex institutions like AIIMS, PGI Chandigarh, SGPGI Lucknow etc.

Setting up of Thermal Power Plant in Karnataka

1097. SHRI M. SHIVANNA: Will the Minister of POWER be pleased to state:

(a) whether the Nagarjuna Power Corporation is setting up a 1,015 megawatt thermal power plant at Nandikur near Mangalore in Karnataka;

(b) if so, the details thereof;

(c) whether the Government is also aware that Karnataka has approved the draft Power Purchase Agreement (PPA) to be entered into by the Nagarjuna Power Corporation and five other Companies; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) Yes, Sir. Nagarjuna Power Corporation Limited (NPCL) has a proposal to set up a 1,015 MW (2x507.5 MW) thermal plant in Udupi district near Mangalore in Karnataka. All statutory clearances have been obtained. The payment security plan has been approved by Government of Karnataka. Letter of Intent for Engineering, Procurement and Construction (EPC) contract has been placed on Bharat Heavy Electricals Limited in September, 2004. The project is likely to be commissioned in XI Plan.

(c) and (d) Yes, Sir. Government of Karnataka has accorded approval to the draft Power Purchase Agreement to be entered into between NPCL and the five Electricity Supply Companies. Based on this, M/s. NPCL have signed the Power Purchase Agreement with the following five Electricity Supply Companies:

- i. M/s. Mangalore Electricity Supply Company,
- ii. M/s. Bangalore Electricity Supply Company,
- iii. M/s. Chamundeshwari Electricity Supply Company,
- iv. M/s. Gulbarga Electricity Supply Company, and
- v. M/s. Hubli Electricity Supply Company.

[Translation]

Amendment in Panchayati Raj Act

1098. SHRI RASHEED MASOOD:

SHRI D.V. SADANAND GOWDA:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Government proposes to make any amendments in the Panchayati Raj Act;

(b) if so, the details thereof;

(c) whether the Government proposes to lay more emphasis on decentralisation of power to Panchayati Raj institutions to accelerate the pace of development in rural areas;

(d) if so, the details thereof; and

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

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) No, Sir. The Ministry of Panchayati Raj does not propose to make any amendments to Part IX of the Constitution. Panchayati Raj Acts are legislated by State Legislatures.

(b) Does not arise.

(c) to (e) Article 243G of the Constitution provides for endowment by State legislatures of powers and authority to Panchayats at the Village, Intermediate and District levels to function as institutions of self-government for (i) making plans for economic development and social justice for their respective areas, and (ii) implementing programmes of economic development and social justice in their respective areas, in respect of those matters devolved to them as the State may, by law, specify, including those listed in the Eleventh Schedule of the Constitution, subject to such conditions as they may specify. As the Constitution provides that it is legislatures of States that will endow the Panchayati Raj Institutions with powers and authority, States have devolved powers and responsibilities to the Panchayats in varying measure.

In order to evolve a national consensus on the measures to be taken to strengthen Panchayati Raj and ensure that Panchayati Raj Institutions function as institutions of self-government as envisaged in Part IX of the Constitution, the Ministry of Panchayati Raj convened Seven Round Tables of State Ministers of Panchayati Raj between July 2004 and December 2004. At the Round Tables, about 150 points for action, covering 18 dimensions of Panchayati Raj, were formulated by consensus. Inter alia, these cover points of action pertaining to both the Centre and the States, relating to the effective devolution of functions, funds and functionaries to Panchayats.

A Council of State Ministers of Panchayati Raj under the Chairmanship of the Union Minister for Panchayati Raj has been constituted to review the implementation of the recommendations. The first meeting of the Council was held on 5th-6th August 2005 at Kochi, Kerala. A Committee of Chief Secretaries of States and State Panchayati Raj Secretaries has also been constituted under the Chairmanship of the Union Secretary (Panchayati Raj) to monitor the progress on the implementation of the 150 recommendations of the Seven Round Tables and the decisions of

the Council of State Ministers of Panchayati Raj. Four review meetings of the Committee have so far been held in April 2005, June 2005, September 2005, and November 2005.

With a view to interacting with Panchayats and carrying out a review with the authorities concerned of the progress in implementing the points for action mutually agreed to in the Round Tables, a process of visiting the States and UTs at the level of Union Minister for Panchayati Raj has been initiated. Nine States/UTs have been covered so far. These include Karnataka, West Bengal, Uttaranchal, Haryana, Chhattisgarh, Orissa, Arunachal Pradesh, Rajasthan and Lakshadweep. Each visit is concluded with a Statement of Conclusions jointly signed with the Chief Minister of the State/UTs concerned, laying out the points of action on which the State would move to operationalise the recommendations of the Round Tables.

An exercise is underway to review different statutes with a view to harmonise them with the provisions of Part IX of the Constitution. Similarly, the guidelines of Centrally Sponsored Schemes are being reviewed to ensure the centrality of Panchayats in planning and implementation. Ministry of Panchayati Raj is in correspondence with the major Central Ministries administering Centrally sponsored Schemes to undertake activity mapping delineating what should be done at the Central, State and Panchayat Levels. As regards new Centrally Sponsored Schemes, wherever relevant, it is proposed to provide for a central role for Panchayats. Thus, for example, the National Rural Employment Guarantee Act provides for the Panchayats to be the "principal authorities" for the planning and implementation of schemes under the Act. Steps are also being taken to fill in critical gaps in infrastructure and capacity so that Panchayats can effectively fulfill their constitutional role.

[English]

Development of Infrastructure in Rural Areas

1099. SHRI G. KARUNAKARA REDDY: Will the PRIME MINISTER be pleased to state:

(a) the priorities fixed by the Planning Commission for the development of infrastructure in the rural areas of the country;

(b) whether the Commission exercises its control over the programmes being run for this purpose;

(c) if so, the reasons for poor condition of water supply, electricity, education, healthcare and roads, particularly in the rural areas; and

(d) the steps being taken by the Union Government to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a), (b) and (d) The Finance Minister in his Budget Speech 2005-06 had announced Bharat Nirman, a four-year business plan for building rural India. The six components prioritized under the Bharat Nirman programme are irrigation, road, housing, water supply, electrification and telephone connectivity. The agenda for Bharat Nirman include ongoing programmes and up scaling of some of the ongoing programmes to make the programme time bound, transparent and accountable. The Committee on Rural Infrastructure chaired by the Prime Minister (in which the Deputy Chairman Planning Commission is the Member - Convener) in its two meetings had identified physical targets to be achieved under each of the components during the four-year period of 2005-2009. The Committee is also monitoring Bharat Nirman programme with the view to identify and remove the bottlenecks in achieving the targets. The education and health care in rural areas are addressed through other specific programmes like Sarva Shiksha Abhiyan (SSA) and National Rural Health Mission (NRHM). The various programmes covered under Bharat Nirman and the SSA & NRHM are being reviewed by the Planning Commission in the Half Yearly Performance Review meetings of the respective Ministries/Departments and also with State Governments.

(c) The status of amenities in the rural areas are:

- (i) **Water Supply:** Out of the total 14.22 lakh habitations in the country, 96% have been fully covered so far with water supply at a norm of 40 liters per capita per day.
- (ii) **Electricity:** Out of the 5,87,556 villages as per 1991 census, around 1,25,000 villages have no access to electricity. 10346 villages are targeted for coverage in 2005-06.
- (iii) **Education:** Sarva Shiksha Abhiyan (SSA) has targeted to cover about 20 crore children. SSA has been strengthened and combined with a programme for universalisation of the Mid-day Meal programme, which now covers 12 crore children.

(iv) **Healthcare:** The seven year National Rural Health Mission launched, throughout the country in April 2005, envisages integrated comprehensive health-care services to improve the access to equitable, affordable, accountable and effective primary health care to rural people especially poor women and children.

(v) **Roads:** Out of the total of 8,49,341 habitations identified for road connectivity, 3,30,647 habitations are so far unconnected. These habitations have a population range of 1000+ to up to 250. Under Bharat Nirman all villages with a population of 1000+(500 in hilly/tribal areas) are to be provided with a road. A total of 66802 habitations will be covered under Bharat Nirman.

Hence the condition of rural infrastructure/amenities cannot be termed as poor.

Rural Sports Programme

1100. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of financial assistance extended to different States during the last five years under the Rural Sports Programme, State-wise and year-wise;

(b) the details of sports talents spotted in rural areas, during the last five years, State-wise;

(c) whether the Government proposes to review its Rural Sports Programme launched in 1970; and

(d) if so, the details thereof?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) The details of financial assistance extended to different States during the last five years under the Rural Sports Programme; State-wise and year-wise are given in the enclosed Statement-I.

(b) A list indicating the number of talented sportspersons spotted during the last five years, State-wise is enclosed as Statement-II.

(c) and (d) Government reviewed and revised the functioning of the Rural Sports Programme in the year 2004-05. The revised scheme has the following provisions:-

1. The Government of India has introduced financial assistance to district-level tournaments. Assistance of Rs.30,000/- per discipline is given to Non-Governmental Organizations (NGOs), including the Nehru Yuva Kendra Sangathan, for organising district-level sports tournaments.
2. The assistance for State and UT-level tournaments has been increased to Rs. 50,000/- and 25,000/- per discipline, respectively from Rs.30,000/- and Rs.15,000/-.
3. For National-level tournaments, separately for men and women, a grant of Rs.2,50,000/- per discipline is provided to SAI against Rs. 2,00,000/- earlier.
4. Board and lodging charges have been increased from Rs.60/- per day per head to Rs.100/- per day per head for participants from the North-Eastern States.
5. For National-level Tournaments, an additional amount of Rs.2.00 lakh instead of Rs.75,000/- will be given to SAI for Medals, Merit Certificates etc.
6. A provision has been added for assistance of Rs.30000/- per discipline to NGOs, including NYKS, for organising District-level competitions.

Statement-I

List indicating the financial assistance released to the States/UTs for the lower level competitions during the last five year.

(in Rs.)

S. No.	State	2001-02	2002-03	2003-04	2004-05	2005-06
1	2	3	4	5	6	7
1	Assam	150000/- (1999-2000) 300000/- (2000-2001)	Proposal not received	300000/- (2001-02) 300000/- (2003-04)	800000/-	800000/-
2	Andhra Pradesh	270000/- (1999-2000)	Proposal not received	Proposal not received	Proposal not received	Proposal not received
3	Bihar	150000/- (1998-99) 300000/- (2000-01) 240000	240000/-	240000/-	640000/-	Proposal not received
4	Haryana	Proposal not received	210000/-	Proposal not received	Proposal not received	Proposal not received
5	Jammu and Kashmir	300000/- (2000-01) 270000/-	270000/-	300000/-	800000/-	800000/-
6	Himachal Pradesh	120000/-	120000/-	Proposal not received	320000/-	Proposal not received
7	Punjab	Proposal not received	300000/-	300000/-	800000/-	800000/-
8	Kerala	300000/- (1999-2000)	300000/-	Proposal not received	Proposal not received	Proposal not received
9	Rajasthan	300000/-	300000/-	300000/-	Proposal not received	Proposal not received
10	Nagaland	Proposal not received	150000/- (2001-02)	150000/-	800000/-	400000/-

1	2	3	4	5	6	7
11	Goa	Proposal not received	150000/-	210000/-	300000/-	Proposal not received
12	Madhya Pradesh	300000/- (1999-2000)	Proposal not received	Proposal not received	Proposal not received	Proposal not received
13	Orissa	300000/- (1999-2000) 300000/-	300000/-	300000/-	800000/-	800000/-
14	Karnataka	Proposal not received	300000/-	300000/-	800000/-	Proposal not received
15	Tripura	300000/- (2000-01)	300000/-	300000/-	800000/-	800000/-
16	Tamil Nadu	210000/-	210000/- (99-2000) 210000/-	210000/-	Proposal not received	Proposal not received
17	Uttar Pradesh	300000/- (2000-01) 300000/-	300000/-	300000/-	800000/-	Proposal not received
18	Maharashtra	300000/- (2000-01)	180000/-	Proposal not received	Proposal not received	800000/-
19	Mizoram	Proposal not received	Proposal not received	Proposal not received	200000/-	800000/-
20	Uttaranchal	Proposal not received	180000/-	270000/-	720000/-	720000/-
21	Lakshadweep	Proposal not received	60000/-	Proposal not received	Proposal not received	Proposal not received
22	Chandigarh	Proposal not received	60000/-	Proposal not received	Proposal not received	95750/-
23	Chhattisgarh	300000/-	Proposal not received	Proposal not received	Proposal not received	800000/-
24	Sikkim	Proposal not received	Proposal not received	Proposal not received	Proposal not received	400000/-
25	Arunachal Pradesh	Proposal not received	Proposal not received	Proposal not received	Proposal not received	800000/-

Note: Financial Assistance to Tripura have been released and the funds for other States will be released to them after the receipt of detailed reports alongwith statement of expenditure for the year 2005-06.

Statement-II

List indicating number of sports talent spotted during the last five years, State-wise.

Sl.No.	State/UT	2001-02	2002-03	2003-04	2004-05	2005-06
1	2	3	4	5	6	7
1	Andhra Pradesh	16	-	-	9	6
2	Andaman and Nicobar	-	-	-	2	1

1	2	3	4	5	6	7
3	Arunachal Pradesh	-	-	-	-	-
4	Assam	1	-	-	-	6
5	Bihar	2	12	12	5	3
6	Chhattisgarh	-	6	6	8	2
7	Chandigarh	-	-	-	-	2
8	Dadra and Nagar Haveli	-	-	-	-	-
9	Daman and Diu	-	-	-	-	-
10	Delhi	18	18	18	7	16
11	Goa	-	14	14	2	1
12	Gujarat	8	15	15	3	2
13	Haryana	12	29	29	19	39
14	Himachal Pradesh	2	4	4	4	2
15	Jharkhand	-	10	10	9	15
16	Jammu and Kashmir	-	1	1	5	1
17	Karnataka	19	51	51	20	13
18	Kerala	-	14	14	6	2
19	Lakshadweep	-	-	-	-	-
20	Madhya Pradesh	5	15	15	3	5
21	Maharashtra	26	24	24	28	19
22	Manipur	-	-	-	-	-
23	Meghalaya	-	-	-	-	-
24	Mizoram	-	-	-	-	2
25	Nagaland	-	-	-	-	-
26	Orissa	24	21	21	14	12
27	Pondicherry	-	-	-	-	-
28	Punjab	-	31	30	29	10
29	Rajasthan	2	4	4	1	5
30	Sikkim	-	-	-	-	-

1	2	3	4	5	6	7
31	Tamil Nadu	7	21	21	6	17
32	Tripura	-	-	-	-	8
33	Uttaranchal	-	-	-	1	9
34	Uttar Pradesh	9	14	14	23	19
35	West Bengal	-	-	-	5	-
Total		151	304	303	207	217

**Shortfall in Plan Expenditure in
Coal Sector**

1101. PROF. M. RAMADASS: Will the Minister of COAL be pleased to state:

(a) whether the anticipated cumulative capital expenditure in the first three years of the Tenth Plan for coal sector is only 18.12 percent of the target;

(b) if so, the reasons for the shortfall in expenditure;

(c) whether the Government has any alternative plan to increase expenditure in the last year of the Tenth Plan; and

(d) If so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) The actual cumulative expenditure during the first three years of the Tenth Plan i.e. 2002-05 is 53.74% of Budget Estimate and 68.39% of Revised Estimate.

(h) The shortfall in the capital expenditure during the first three years of the tenth plan period was mainly due to delay in procurement of Heavy Earth Moving Machinery (HEMM), outsourcing or coal extraction and/or overburden removal instead of departmental operation has reduced capital requirement to a great extent, delay in acquisition of forest and non-forest land and rehabilitation of villagers required for mine development, approval of projects and Ministry of Environment & Forests (MoEF) clearance, awarding of developmental works and payments deferred due to delayed delivery schedules in Under Ground machine mining etc.

(c) and (d) The financial performance of Coal India Limited (CIL), Singareni Collieries Company Limited

(SCCL) & Neyveli Lignite Corporation Limited (NLC) is being monitored in the Financial Performance Review Meetings from time to time with Senior Executives of all Public Sector Undertakings (PSUs). They are advised to gear up the pace of plan expenditure by taking all concrete steps in this regard so that the capital expenditure is incurred as per targets.

**Investment in Various Sector
by NRIs**

1102. SHRI M. RAJA MOHAN REDDY:

SARDAR SUKHDEV SINGH LIBRA:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether some NRIs have shown interest in investing in various sectors in the country;

(b) whether any proposals have been received in this regard;

(c) if so, the details thereof;

(d) whether the Government has recently set up an Investment Commission in this regard; and

(e) if so, the details thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (c) Yes. The proposals of investment from Non Resident Indians (NRIs) are received and processed in concerned Ministries and Departments of Government of India and States directly.

(d) and (e) Yes. Three member Investment Commission is set up under Ministry of Finance to promote both foreign and domestic investments in India. It will also make recommendations to the Government on policy and

procedures to facilitate greater foreign direct investment flow in India.

Setting up of Pravasi Centres

1103. SHRI CHENGARA SURENDRAN:

SHRI M.P. VEERENDRA KUMAR:

Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Government proposes to set up Pravasi Centres attached to Embassies to address various problems faced by the Non-Resident Indians (NRIs); and

(b) if so, the details of the said proposal and the specific functions likely to be assigned to these Centres?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) Yes, Sir.

(b) A proposal to establish Overseas Centres is under examination in consultation with the Ministry of External Affairs & the Ministry of Finance. Functions of the proposed Centres would be to coordinate with local Indian Population and Overseas Indian Associations and to extend legal, medical and financial services. Where necessary, these Centres will also extend value added services like legal assistance, health clinics and organizing of investment seminars.

Inadequate Gas Supply to NTPC Plants

1104. SHRI RAVI PRAKASH VERMA: Will the Minister of POWER be pleased to state:

(a) whether the gas based plants of the National Thermal Power Corporation (NTPC) are not utilizing their installed capacity;

(b) if so, the reasons therefor;

(c) whether there is inadequate supply of gas to the existing plants of NTPC;

(d) if so, the reasons therefor;

(e) whether the NTPC has decided to undertake the expansion of gas based projects;

(f) if so, the reasons for the same without ensuring adequate gas supply to the new projects; and

(g) the corrective steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (d) There are six Gas Based Power stations of NTPC, which are running at an average Plant Load Factor (PLF) of 65.6% from 1st April, 2005 till date. The gas requirement for these six NTPC's Gas Based Stations is 17.35 Million Metric Standard Cubic Meters Per Day (MMSCMD) (at 90% PLF) and 15.42 MMSCMD (at 80% PLF) while the linkage from Ministry of Petroleum & Natural Gas is 13.74 MMSCMD. The actual gas supplies out of the above linkage to NTPC plants for the period from April, 2005 – January, 2006 has been 9.57 MMSCMD.

However, the shortfall in gas supply has been met through additional gas tie-up (Panna-Mukta-Tapti gas and Re-gasified Liquefied Natural Gas (RLNG) from GAIL, gas from Gujarat State Petroleum Corporation (GSPC), RLNG from Indian Oil Corporation Limited and Bharat Petroleum Corporation Limited) and use of Naphtha (Liquid Fuel). Out of the additional quantity of 4.2 MMSCMD tied up during 2005-06, average supplies have been about 1.36 MMSCMD taking the total gas supplies to NTPC stations to 10.93 MMSCMD.

(e) and (f) NTPC plans to take up the following expansion projects of its existing Gas Based Stations for completion in 11th Plan, only after supply of fuel is tied up at reasonable prices/terms and availability of all clearances/approvals including signing of GSPA:-

- Kawas Stage-II – 1300 MW (nominal) capacity in Gujarat.
 - Jhanor Gandhar Stage-II – 1300 MW (nominal) capacity in Gujarat.
 - Rajiv Gandhi Stage-II – 1950 MW (nominal) capacity at Kayamkulam.
- (g) In order to bridge the gap between demand and supply of natural gas, Government of India have taken/proposed to be taken the following corrective steps in this regard:-
- Augmenting production of natural gas from the existing gas fields/wells.
 - Increasing domestic sources by awarding gas blocks for exploration and production activities in various sedimentary basins of the country under New Exploration Licensing Policy (NELP).

- Encouraging import of gas in the form of liquefied natural gas and also endeavoring for gas imports through international pipelines projects.

Dental Colleges

1105. SHRI R.L. JALAPPA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of dental colleges in Government and Private Sectors separately at present in the country, State-wise;

(b) the number of seats available in the Private unaided Dental Colleges in each State;

(c) the number of seats which remained vacant in each State during 2004-05 and 2005-06 and the reasons therefore; and

(d) the time by which the seats are likely to be filled?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) The information is given in the enclosed Statement-I.

(b) The information is given in the enclosed Statement-II.

(c) and (d) In terms of the orders of the Hon'ble Supreme Court of India in Islamic Academy of Education case, the competent authority of the concerned State Government monitors the entire admission process.

Further, in terms of the schedule appended to the guidelines issued by the Central Government on 14.05.2003, in pursuance of the direction issued by the Hon'ble Supreme Court of India in Madhu Singh case, the last date for completion of the admission process to BDS Course is 30th September of a given year, and no admission is permitted beyond the said date.

Statement-I

State-wise number of Dental Colleges in Government and Private Sectors at present in the Country.

State	Government	Private	Total
1	2	3	4
Andhra Pradesh	2	15	17
Assam	1	0	1

1	2	3	4
Bihar	1	6	7
Chhattisgarh	1	3	4
Delhi	1	0	1
Goa	1	0	1
Gujarat	2	5	7
Haryana	1	8	9
Himachal Pradesh	1	4	5
Jammu and Kashmir	1	0	1
Karnataka	1	41	42
Kerala	3	9	12
Madhya Pradesh	1	7	8
Maharashtra	4	20	24
Orissa	1	1	2
Pondicherry	1	0	1
Punjab	2	9	11
Rajasthan	1	8	9
Tamil Nadu	1	15	16
Uttar Pradesh	2	21	23
Uttaranchal	0	1	1
West Bengal	2	1	3
Grand Total	31	174	205

Statement-II

State-wise list of Number of seats in Private Dental Colleges

S. No.	State Name	Number of Seats in Private Dental Colleges
1	2	3
1	Andhra Pradesh	1360
2	Bihar	280

1	2	3
3	Chhattisgarh	300
4	Gujarat	380
5	Haryana	660
6	Himachal Pradesh	280
7	Karnataka	2740
8	Kerala	500
9	Madhya Pradesh	620
10	Maharashtra	1690
11	Orissa	60
12	Punjab	720
13	Rajasthan	760
14	Tamil Nadu	1280
15	Uttar Pradesh	2060
16	Uttaranchal	100
17	West Bengal	100
Total		13890

[Translation]

**Development of Kit to Diagnose
Kala-azar**

1106. SHRI EKNATH MAHADEO GAIKWAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the All India Institute of Medical Sciences (AIIMS) has developed an indigenous kit to diagnose Kala-azar;

(b) if so, the details thereof;

(c) whether the said kit has been examined and patented;

(d) if so, the details thereof; and

(e) the time by which this kit is likely to be available in the market?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes Sir. All India Institute of Medical Sciences (AIIMS), New Delhi have developed an indigenous kit for the diagnosis of Kala-azar and post-kala-azar dermal leishmaniasis. Department of Biotechnology, Ministry of Science and Technology, Government of India sponsored the above test system.

The kit is developed to detect antibodies against visceral leishmaniasis (VL) commonly known as Kala-azar (KA), in the blood of patients with 100% sensitivity and specificity. It is based on a novel recombinant antigen indigenously developed from Indian strain of leishmania donovani, the parasite that causes this disease.

(c) to (e) The filed trials were conducted at AIIMS, New Delhi; NICD, Delhi and in Kala-azar endemic areas of Bihar.

The process and the product have been patented internationally in 2003 by AIIMS, New Delhi. This kit is ready for marketing.

**Inclusion of Health in
Concurrent List**

1107. SHRI VIJOY KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether many deaths occur every year because of the poor health-care services;

(b) if so, the facts thereof;

(c) whether the Union Government proposes to include health in the concurrent list to monitor the health-care services in the various States;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Despite improvements in the health sector over the decade, deaths still occur from disease like TB, malaria, and HIV/AIDS, Cancer, Cardio vascular disease etc. The Government is implementing six National Disease Control Programmes namely National Vector Borne Disease Control Programme, Tuberculosis, Leprosy, AIDS, Cancer and Mental Health which have contributed to improvement of situation.

(c) and (d) There is no such proposal.

(e) The Government provides substantial funds for the public health systems and supervises the health services available across States. The continuance of health as a state subject allows the States to take the leadership role, which is required for a good functional health system.

[English]

**Interlinking of Panchayats
through Computers**

1108. SHRI JASHUBHAI DHANABHAI BARAD:

SHRI KULDEEP BISHNOI:

Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) whether the Governments has decided to provide computers to Panchayats, interlink them with one another and also a national panchayat portal;

(b) if so, the details thereof;

(c) the amount earmarked for this purpose;

(d) the number of panchayats likely to be provided this facility;

(e) the time by which all the panchayats are likely to be provided with computers; and

(f) the extent to which this facility is likely to increase the employment in the rural areas?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) The Ministry of Panchayati Raj is working on a scheme for the computerization of Panchayats under the National e-Governance Plan in close coordination with the Planning Commission, the Ministry of Finance and the Ministry of Communications and IT. In consultation with this Ministry, State Governments are to take into account their individual initiatives in this regard, as also to understand the gaps, needs and constraints in e-Governance for Panchayats.

(b) to (e) Being worked out.

(f) It is recognised that IT (Information Technology) and Communication is a vital input for capacity building. The computerisation of Panchayats may facilitate

State Governments in the opening of new avenues of employment in rural areas.

[Translation]

Monitoring of Schemes

1109. SHRI KAILASH MEGHWAL: Will the PRIME MINISTER be pleased to state:

(a) whether various welfare schemes for poverty alleviation, employment opportunities and to improve the standard of living of the people in the country are being run by various Ministries/Departments;

(b) if so, whether the Government proposes to make unified arrangements for monitoring of these schemes; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) Yes, Sir.

(b) and (c) Monitoring and Evaluation mechanisms have been created at different levels of Cihtral and State Governments as part of the programme guidelines. The Planning Commission reviews the implementation of Plan schemes through the system of Half yearly/Quarterly Performance Reviews and during the Annual Plan discussions with the State Governments/Union Territories. Programme Evaluation Organization of Planning Commission also carries out evaluation to asses the effectiveness of the delivery systems and impact of the programmes/ schemes. Government has also decided that Central Ministries/Departments will place before the Parliament 'Outcome Budget' every year to stress upon the importance of the outcomes of major programmes.

Power Subsidy

1110. SHRI HANSRAJ G. AHIR: Will the Minister of POWER be pleased to state:

(a) the total amount spent by the Union Government on power subsidy as on date;

(b) the areas in which subsidy is provided by the Union Government;

(c) whether the amount outstanding against the State Electricity Boards is more than the amount of subsidy; and

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

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) The Central Government does not give any subsidy to states on power tariff.

(c) and (d) In view of (a) & (b) above, the Question do not arise.

[English]

Intellectual Property in Health Research

1111. SHRI E.G. SUGAVANAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Council for Medical Research (ICMR) is planning a tie up with the Centre for the Management of Intellectual Property in Health Research (MIHR);

(b) if so, the details thereof; and

(c) the benefits likely to be accrued as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) Yes, Sir. ICMR is planning to tie up with Centre for Management of Intellectual property in Health Research (MIHR) for the benefit of Health Sector.

(b) The MIHR is a UK based charity that aims to promote development of new Intellectual Property and health technologies for the overall social and economic benefit of the poor countries. The MIHR already has similar partnership with the Medical Council of South Africa and is associated with several such health related technology development activities amongst various developing countries. The MIHR is supported by many international agencies like the Rockefeller Foundation. The MIHR has strong expertise and resources for Intellectual Property Management in health which helps to optimize the development of new products in health care delivery system through innovative Intellectual Property management. The MIHR has also demonstrated capability in training of technology transfer professionals in health and has been doing such programmes in human resource development in Africa and South East Asia for several years. The ICMR is yet to enter into a formal relationship with the MIHR.

(c) The benefits for India include capability building in the area of Intellectual Property Rights and

technology management that helps in the negotiation of international agreement in the transfer of health technology and the development of appropriate institutional IP Policies etc. that will help to put more health technologies into the public health system in India.

Measles Surveillance and Eradication Project

1112. SHRI IQBAL AHMED SARADGI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a pilot project on 'Measles Surveillance and Eradication' (MSE) mooted by the WHO was to be launched in Bangalore on December 20, 2005;

(b) if so, the details thereof including the funds provided by the WHO, for the project; and

(c) the time by which the project is likely to be launched?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) On the request of Government of Karnataka, a pilot project on Measles Surveillance (and outbreak investigation) was launched by Government of Karnataka supported by Government of India with assistance from the WHO on 20th December 2005 at Bangalore.

(b) The existing Polio surveillance reporting system was used for measles surveillance and outbreak investigation to identify measles outbreaks.

Rs. 3,56,000/- has been utilized by the WHO to support measles surveillance in Karnataka.

(c) The project has already been launched on December 20, 2005.

UN Report on Population

1113. SHRI S.K. KHARVENTHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government is aware that a United Nations report predicted about India being most populous nation by 2030;

(b) if so, the details thereof; and

(c) the steps taken by the Government to contain the population explosion in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. United Nations Report titled "World Population Prospects: The 2004 Revision Population Database" mentions that by 2030, India's population would have surpassed that of China.

(c) Various steps have been taken to stabilize the population of the country. These include adoption of National Population Policy (NPP), constitution of the National Commission on Population, registration of The National Population Stabilization Fund and constitution of an Empowered Action Group (EAG) for focused attention on 8 demographically weaker States. The Reproductive and Child Health Programme (RCH-II) was launched by Government in April, 2005 for provision of reproductive, maternal, child health and contraceptive services to the people. The Government has also launched the National Rural Health Mission on 12.4.2005 to provide for comprehensive integrated primary healthcare services throughout the country which inter alia seeks to stabilize the population growth in the country.

Settlement of Outstanding Dues

1114. SHRI CHANDRAKANT KHAIRE: Will the Minister of POWER be pleased to state:

(a) whether the Union Government and the Reserve Bank of India signed a tripartite agreement with States for a one time settlement of State Electricity Boards' dues to Central Utilities; and

(b) if so, the details thereof along with the list of State Governments which have signed the said agreement?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) Yes, Sir.

(b) Salient features of the scheme for one time settlement of dues payable by State Electricity Boards (SEBs) / Electricity Departments (EDs) to the Central Public Sector Power Utilities, under which Tripartite Agreement was signed among the State Government, Reserve Bank of India and Government of India, are given in the enclosed Statement. All the State Governments have signed the Tripartite Agreement. The scheme covers the outstanding dues payable by the SEBs to the National Thermal Power Corporation (NTPC), National Hydro-electric Power Corporation (NHPC), North Eastern Electric Power Corporation (NEEPCO), Powergrid Corporation of India Limited. (PGCIL) & Damodar Valley Corporation (DVC)

under the Ministry of Power, Coal India Limited (CIL) & its subsidiaries and Neyveli Lignite Corporation (NLC) under the Ministry of Coal, Nuclear Power Corporation (NPC) under the Department of Atomic Energy and to the Ministry of Railways. Bonds amounting to Rs. 31581 crore have been issued by 27 States. Goa had no outstanding dues. Government of National Capital Territory of Delhi securitized its outstanding dues by way of long-term advances of Rs. 3376 crore payable to the CPSUs concerned under Bi-partite Agreement as they do not have power to issue Bonds.

Statement

The Salient features of the Scheme are:

- (a) For the states participating in the scheme, 60% of the interest/surcharge on the delayed payments as on 30-09-2001 would be waived off.
- (b) The rest of the dues amounting to the full principal amount as well as the remaining 40% of the interest/surcharge would be securitised through bonds issued by the respective State Governments.
- (c) The bonds would be issued through RBI at a tax-free interest rate of 8.5% per annum. The terms of bonds should be structured to achieve a moratorium of 5 years on repayment of principal with the entire principal, being repaid between the 6th and 15th year. These bonds would be identical to bonds issued in connection with the market borrowings of State Governments, with the attendant discipline in repayments. The bonds will be subject to lock-in restrictions that will allow release of only 10 per cent of the bonds in the secondary market each year.
- (d) For ensuring timely payment of current dues in future, defaults in current payment for power/fuel would attract a graded reduction in the supply of power from central power stations and in coal supplies. Where such defaults exceed 90 days from the date of billing, the Ministry of Finance shall recover these dues through adjustment against releases due to them from the Centre.
- (e) In order to initiate steps towards reform of the sector, the State Governments/SEBs shall accept reform-based performance milestones such as setting up of State Electricity Regulatory Commissions, metering of distribution feeders, improvement in revenue

realisation and other such milestones specified in the Memorandum of Understanding signed with the Ministry of Power.

- (f) The States shall be offered incentives for complying with the scheme. If SEBs or their successor entities (other than the ones not owned by the State Government) do not default on their current dues and adhere to the performance milestones, CPSUs shall pay them, during the first year commencing from 1.10.2001, bi-annual cash incentives equal to 3 per cent of the value of bonds in 2002-03, 2.5% in 2003-04 and 2% in 2004-05 & 2005-06. Further, if SEBs open and maintain Letters of Credit (LCs) till the end of December 2002, CPSUs shall pay them a one-time cash incentive equal to 2 per cent of the value of bonds. In addition, States undertaking reforms shall also be assisted through Accelerated Power Development and Reform Programme (APRDP) grants and discretionary allocation of Power. The date for opening of LC's shall be 60 days from the issue of this letter.
- (g) The States that withhold their consent beyond 60 days after this scheme enters into force shall be denied any share in the discretionary allocation of 15 per cent from the power stations of CPSUs as well as any assistance under APRDP. If the over dues of such States exceeded Rs 50 crore in respect of any CPSUs, they would also attract reduction in power and coal supplies, as applicable to the States participating in this scheme.
- (h) Outstanding dues as on 30.09.2001 would form the basis of the one-time settlement. Dues that accrue after this date would not form part of the scheme. As

regard bonds issued in the past in lieu of outstanding dues of SEBs, all bonds issued after 1-3-1998 can be converted into State Government bonds at the option of the respective State Government. These bonds would form part of the scheme. However, any agreements entered in the past of which the old bonds are a part should not be re-opened. Only conversion of bonds under the present scheme shall be permitted.

Upper Assam Coalfields Project

1115. SHRI M.K. SUBBA: Will the Minister of COAL be pleased to state:

(a) whether a project for development of Upper Assam Coalfields belonging to the Coal India Ltd., worth Rs. 3,000 crore was inaugurated by the Prime Minister during his recent visit to Assam;

(b) if so, the details thereof alongwith expected date of its implementation; and

(c) the extent to which it is likely to meet the coal demand of the thermal power plants in Assam?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) The Prime Minister during his recent visit to Assam has advised augmentation and expansion of production capacity of North-Eastern Coalfields.

(b) 3 underground mines and 5 opencast mines have been identified to meet the demand of 1.5 mt/annum requirement of coal for 500 MW power plant of Bongaigaon Thermal Power Station (TPS) of NTPC in Assam.

Details are given below:-

SL. No.	Mines/Projects	Existing Production (Mt./year) 2004-05	Proposed Production Mt./Year)	Year of achieving target Production	Estimated capital requirement (Rs. Crores)
1	2	3	4	5	6
Underground Mines (U/G)					
1.	Baragolia U/g	0.06	0.11	2010-11	5.70
2.	Ledo U/g	0.03	0.18	2010-11	4.00

1	2	3	4	5	6
3.	Tipong U/g	0.06	0.11	2010-11	4.80
	Sub-Total (U/g)	0.15	0.40		14.50
Opencast Mines (OC)					
1.	Tirap OC mine	0.38	0.30	2012-13	490.00
2.	Tikak OC mine	0.11	0.40	2011-12	467.00
3.	Ledo OCP	0.00	0.20	2010-11	193.00
4.	Lekhanpani OCP	0.00	0.20	2011-12	159.00
5.	PQ OCP	0.00	0.15	2010-11	102.00
	Sub-Total (OC)	0.49	1.25		1411.00
	Total (NEC/CIL)	0.64	1.65		1425.50

(c) The identified coal mines/projects will fully meet the requirement of Bongaigaon TPS.

**Supreme Court Judgement on
Contract Employees**

1116. SHRI ASADUDDIN OWAISI: Will the PRIME MINISTER be pleased to state:

(a) whether the Government is aware of the recent judgement of the Hon'ble Supreme Court that employees on contract basis are not Government employees and that they can not be treated at par with Government employees;

(b) if so, the number of persons working at present in various Ministries/Departments on contract basis and being treated as Government employees for grant of facilities like housing, telephone, transport, etc.;

(c) whether the Government proposes to review all such cases and issue directions to all the Ministries/Departments and autonomous bodies who have hired officers of higher rank on contract basis;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS
AND MINISTER OF STATE IN THE MINISTRY OF

PARLIAMENTARY AFFAIRS (SHRI SURESH PACHOURI):
(a) Yes, Sir.

(b) to (c) No contract employee can be treated as a Government employee. However the data on contract employees is not maintained centrally in the Ministry of Personnel, Public Grievances and Pensions.

Commuted Leave for Hospitalization/Rest Period

1117. SHRI ANANDRAO VITHOBA ADSUL: Will the PRIME MINISTER be pleased to state:

(a) whether the Government employees who are under medical treatment in the referral recognized private hospitals with the prior permission of the concerned Department are not entitled for commuted leave for hospitalization period and the rest period as advised by the Doctors of the said hospitals;

(b) if so, the reasons therefor;

(c) whether the Government has received any representation from the employees for grant of commuted leave for the entire period of hospitalisation including the rest period; and

(d) if so, the decision taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS

AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SURESH PACHOURI):

(a) to (d) Government employees under medical treatment in the referral recognized private hospital with the prior permission of the Departments are given commuted leave for the hospitalization period based on the certificate given by the authorized Doctors of such hospital. The grant of commuted leave for the period of rest in continuation of period of hospitalization based on certificate of doctors of such hospitals is considered on merit in each case.

Bhubaneswari Open Cast Project

1115. SHRI ANANTA NAYAK: Will the Minister of COAL be pleased to state:

(a) the production capacity of the proposed Bhubaneswari Open Cast Project (OCP) under the Mahanadi Coalfields Ltd.;

(b) the expected date of commissioning of the project; and

(c) the total amount of investment involved in this project?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) to (c) Bhubaneswari Open cast Project of Mahanadi Coalfields Limited has been sanctioned by Government of India on 19.1.2005 for a target capacity of 10.00 Mty and for a capital outlay of Rs.336.68 Crores. The project is under implementation and scheduled to be completed by March, 2012.

Review of Mineral Law

1119. SHRI RAYAPATI SAMBASIVA RAO: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has taken a decision to review mineral policy in the country including iron ore policy based on the recommendations of two committees set up by the Union Government;

(b) if so, the details thereof;

(c) whether the Ministry of Planning has forwarded Dang Committee recommendations to Anwarul Hooda Committee set up by the Planning Commission for further deliberations; and

(d) if so, the main decision taken by the Government in this regard and the time by which the mineral law is likely to be reviewed?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) Yes, Sir.

(b) to (d) As a follow-up of the Mid-term Appraisal of the Tenth Plan, a High Level Committee under the Chairmanship of Shri Anwarul Hoda, Member, Planning Commission was constituted with representation to the concerned central Ministries/Departments, State Governments and private stakeholders. The terms of reference of the Committee is to review the present National Mineral Policy, 1993 and the Mines and Mineral Development and Regulation Act, 1957 and to suggest the changes required for encouraging investment in public and private sector in exploration and exploitation of minerals. Existing procedures for according clearances, critical infrastructure needs, implication of the policy of mineral rich states to make value addition within the state and augmenting state revenues from the sector are also included in the terms of reference. The Report of the Dang committee on iron ore policy has been received from the Ministry of Steel. The High Level committee has already held six meetings to have the views of concerned stakeholders and the report is under preparation.

[Translation]

Survey of Border Villages Under Bharat Nirman Yojana

1120. SHRI KAILASH NATH SINGH YADAV: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has conducted a survey of the border villages under the Bharat Nirman Yojana;

(b) if so, the number of such villages bordering neighbouring countries;

(c) whether there is a proposal to deprive these villages of communication facilities from security point of view;

(d) if so, the details thereof;

(e) whether the Union Government has demarcated the rural borders of such States;

(f) if so, the State-wise names of such villages;

(g) whether any alternative communication system is being considered for providing communication facilities in such villages; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a), (c) and (e) No, Sir.

(b), (d), (f) to (h) Do not arise.

[English]

Generation of Hydel Power

1121. SHRIMATI MANEKA GANDHI: Will the Minister of POWER be pleased to state:

(a) whether the Government is planning to tap the Brahmaputra river for generation of hydro-power;

(b) if so, the details thereof along with the likely capacity of the project; and

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

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (c) As the Brahmaputra river flows through a flat terrain, it is not possible to tap the main Brahmaputra river for generation of hydro power. However, projects have been planned to tap the tributaries of the Brahmaputra for hydro power generation as under:

(i) Schemes in Operation: 25 hydro electric schemes with total installed capacity of 1335.2 MW are in operation in the Brahmaputra river system;

(ii) Sanctioned/Ongoing Schemes: Presently, 9 hydro schemes with an aggregate installed capacity of 3736 MW are sanctioned/ongoing in the Brahmaputra river system as per details given in the enclosed Statement-I. Out of these, two schemes viz. Teesta- V (510 MW) and Karbi Langpi (100 MW) are for benefit during 10th Plan; and

(iii) Hydro schemes identified for benefits in 11th Plan: Hydro-electric schemes tentatively identified in Brahmaputra river system for benefits during the 11th Plan are given in the enclosed Statement-II.

Statement-I

Sanctioned/On-going Power Projects in Brahmaputra Basin

Name of HEP	Capacity	State	Implementing Agency	Commissioning schedule/Remarks
Hydro				
(i) Kameng	600 MW	Ar. Pradesh	NEEPCO	2009-10
(ii) Tuirial	60 MW	Mizoram	NEEPCO	Held up for law & order problem
(iii) Teesta-V	510 MW	Sikkim	NHPC	2006-07
(iv) Subansiri Lower	2000 MW	Ar. Pradesh	NHPC	2010-11
(v) Loktak D/S	90 MW	Manipur	NHPC	Held up for law & order problem
(vi) Karbi Langpi	100 MW	Assam	Govt. of Assam	2006-07
(vii) Myntdu	84 MW	Meghalaya	Govt. of Meghalaya	2008-09
(viii) Teesta LD-III	132 MW	West Bengal	NHPC	2007-08
(ix) Teesta-LD-IV	160 MW	West Bengal	NHPC	2009-10

Statement-II**Hydro-electric Schemes Identified for Benefits during 11th Plan (In Brahmaputra River System)**

Sl.No.	Name of Scheme	State	Agency	IC (MW)	Benefits 11th Plan	Year of Commencing
1	Teesta Low Dam-III	WB	NHPC	132	132	2007-08
2	Teesta Low Dam-IV	WB	NHPC	160	160	2009-10
3	Rammam ST-III	WB	NTPC	90	90	2011-12
4	Purlia PSS	WB	WBSEB	900	675	2007-08
5	Teesta-IV	Sikkim	NHPC	495	495	2011-12
6	Teesta-II	Sikkim	Athena Projects	1200	600	2011-12
7	Teesta-II	Sikkim	HIMRUJA	330	330	2011-12
8	Teesta-VI	Sikkim	LANCO	360	360	2011-12
9	Subansiri Lower	Ar.P.	NHPC	2000	2000	2010-11
10	Ranganadi-II	Ar.P.	NEEPCO	130	130	2010-11
11	Kameng	Ar.P.	NEEPCO	600	600	2009-10
12	Pare (Dikrong)	Ar.P.	NEEPCO	110	110	2010-11
13	Siang Middle (Siyom)	Ar.P.	NHPC	1000	1000	2011-12
14	Dibbin	Ar.P.	NEEPCO	100	100	2011-12
15	Badao	Ar.P.	NEEPCO	120	120	2011-12
16	Kapak Layak	Ar.P.	NEEPCO	160	160	2011-12
17	Talong	Ar.P.	NEEPCO	300	300	2011-12
18	Myntdu St-I	Meghalaya	MeSEB	84	84	2008-09
19	New Umtru	Meghalaya	MeSEB	40	40	2009-10
20	Umlim Umtru St-V	Meghalaya	MeSEB	36	36	2011-12
21	Ganoi	Meghalaya	MeSEB	25	25	2011-12
22	Bairabi	Mizoram	PDD	80	80	2011-12
23	Tulrial	Mizoram	NEEPCO	60	60	2011-12
24	Upper Borpani	Assam	ASEB	60	60	2011-12
				Total	7747.0	

Construction of National Waterways in Kerala

1122. SHRI C.K. CHANDRAPPA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Union Government is considering any proposal to speed up and complete the construction of National Waterways in Kerala, that is the Kanyakumari (Kovalam)-Kollam sector, the Kollam-Kottapuram sector and the Kottapuram-Kasargodu sector;

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

(c) the extent to which progress has been made in the construction of these National Waterways;

(d) whether a special fund to the tune of Rs. 500 crores has been allotted by the Finance Commission to Kerala for the said works; and

(e) if so, the steps taken or being taken to utilize the amount and complete the said works at the earliest?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (c) Kollam-Kottapuram sector of the West Coast Canal alone is part of the National Waterway No.3. The other two sectors, namely, Kovalam to Kollam and Kottapuram to Kasargod are not yet part of the National Waterway. Accordingly, development works are being carried out by the Central Government on Kollam-Kottapuram sector of the West Coast Canal. The development works being carried out include capital dredging for providing 2 meter Least Available Depth (LAD) for navigation. Provision of channel markings including night navigation facilities, construction of terminals, bank protection works etc. LAD of 2 meter has been provided on the entire sector except for 69 km of length (5 kms in Kottapuram-Kochi and 64 kms in Allapuzha-Kollam stretch). Progress of the capital dredging in remaining part of this sector has been affected due to contractual and legal issues, issues about disposal of dredged material, local issues such as removal of fishing nets etc. Efforts are on to solve these problems with the help of the State Government. Terminals have also been constructed at 7 locations namely Kottapuram, Aluva, Kayamkulam, Trikkunnapuzha, Viakom, Cherthala and Maradu (Ernakulam). Night navigation facilities have also been provided between Kochi and Allapuzha.

(d) and (e) Information is being collected regarding any award given by Finance Commission for the said works other than National Waterway.

[Translation]

Sending Ayurvedic Experts to USA

1123. SHRI SANTOSH GANGWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the USA has expressed the desire to acquire knowledge of the Ayurvedic System of Medicine from India and has sought the services of Ayurvedic experts for the said purpose;

(b) if so, the details thereof;

(c) whether India has sent such experts; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) Yes, on the initiative taken by Govt. of India to sensitize the Medical Schools in USA about the strength of Ayurveda as a medical system, a few Medical Schools in US indicated interest in hosting, short term courses on Ayurveda for their students medical staff and physicians. However, it was only from the University of Connecticut School of Medicine that a firm up response has been received.

(b) to (d) Under the International Exchange Programme - for Training/ Fellowship/Exposure visits etc., Dr. Manjari Dwivedi, a Professor from BHU and an expert of Ayurveda was deputed to USA from 4th April to 3rd May, 2005 to conduct a short term summer course on Ayurveda for the Medical Students of the University of Connecticut.

[English]

Treatment for Cleft Lip/Palate Defect

1124. SHRI KINJARAPU YERRANNAIDU:

DR. M. JAGANNATH:

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

(a) whether 2.5 million children are suffering from a cleft lip or palate defect in the country as reported in The Asian Age dated December 28, 2005;

- (b) if so, the facts thereof;
- (c) whether any treatment facilities are available in the country;
- (d) if so, the details thereof; and
- (e) if not, the measures being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) No large studies have been carried out in India to establish the prevalence of cleft lip. However, as per rough estimates, the incidence of cleft lip and palate is approximately 1 per 700 to 1000 children. Considering the population of the country, it is estimated that approximately 1.5 million children are having cleft lip and palate.

The facilities for management of such deformities required surgical interventions and these are available both in public and private hospitals in the country. More than 1500 plastic surgeons, pediatric surgeons and maxillofacial surgeons are available to operate the cleft lip and palate children in the country. Such facilities are available at Central Government Institutions, namely Dr. R.M.L. Hospital, New Delhi, Safdarjung Hospital, New Delhi, Kalavati Saran Children Hospital, Lady Hardinge Medical College, New Delhi AIIMS, New Delhi, PGIMER, Chandigarh and JIPMER, Pondicherry.

Generating Power from Methane

1125. SHRI JYOTIRADITYA M. SCINDIA:

SHRI PRALHAD JOSHI:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

- (a) whether there is any project to generate power from methane being produced from domestic waste at dumping sites in Delhi;
- (b) if so, the details thereof including its cost and the amount of solid waste to be utilized per day;
- (c) whether there are proposals to set up such plants in different States including Madhya Pradesh, Maharashtra, Punjab and Uttar Pradesh; and
- (d) if so, the details alongwith the present status thereof, State-wise and Location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) and (b) No project has so far been installed for generating power from domestic waste through production of methane at dumping site in Delhi.

(c) and (d) A 5 MW project based on biomethanation of garbage has been installed at Lucknow in Uttar Pradesh but its commissioning to full capacity has been stalled on account of certain operational problems. No other proposal to set up such projects in other cities has so far been received.

[Translation]

Assistance for Upgradation of Psychiatry Department

1126. DR. LAXMINARAYAN PANDEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Madhya Pradesh Government has requested the Union Government for providing assistance for the upgradation of the Department of Psychiatry at Gwalior, Bhopal, Indore, Jabalpur and Rewa; and

(b) if so, the time by which the sanction is likely to be accorded by the Union Government for the same?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir.

The proposals received from the State Government of Madhya Pradesh for the upgradation of the Department of Psychiatry in medical colleges at Gwalior, Bhopal, Indore, Jabalpur and Rewa have been appraised and would be funded subject to approval of the competent authority and availability of funds.

Delay in Passport Issuance/Renewal

1127. SHRI JIVABHAI A. PATEL:

SHRI MANSUKHBHAI D. VASAVA:

SHRI HARISINH CHAVDA:

SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the PRIME MINISTER be pleased to state:

(a) whether it has come to the notice of the Government that there is delay in issuance of fresh passports, renewal of old ones, change in address etc.;

- (b) If so, the details thereof;
- (c) whether complaints have been received from various States in this regard;
- (d) if so, the details thereof during the last three years, year-wise;
- (e) whether action has been initiated against those found guilty;
- (f) If so, the details thereof; and
- (g) the steps taken by the Government to prevent recurrence of such incidents?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) A few instances of delay in issuance of fresh passports, renewal of old ones and change in address have come to the notice of the Government. These delays are mainly on account of delayed receipt of Police Verification Reports/ adverse Police Report or submission of false/incomplete information by the applicant and due to shortage in supply of blank passport booklets by India Security Press, Nasik.

(c) No, Sir. No such complaints have been received from the State Governments.

(d) to (f) Does not arise.

(g) The Government has been taking a number of steps for speedier issuance of passports and related services to the public. State Governments have been requested to expedite Police Verification reports and avoid submission of incomplete reports. Police Verification process has been done away in cases of renewal/reissue, for minors if one of the parents holds valid passport, senior citizens, if any one of their adult children, is holding a valid passport, Government servants who submit proper No Objection Certificate from their respective employers; Diplomatic and Official passport holders with valid Surrender Certificates. As for shortage of blank passport booklets, we had taken up the matter with India Security Press, Nasik and the supply position has improved since January 2006.

[English]

Stem Cell Research

1128. SHRI KISHANBHAI V. PATEL:

SHRI ANANTA NAYAK:

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

- (a) whether the Government proposes to notify regulation on stem cell research;
- (b) if so, the details in this regard;
- (c) whether the Indian Council of Medical Research (ICMR) has conducted any enquiry into the claims pertaining to stem cell research; and
- (d) if so, the details and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) A bill titled 'bio-medical research on human subjects (promotion and regulation) 2005' is under consideration of Government and this bill covers Stem Cell research also. In addition Indian Council of Medical Research (ICMR) and Department of Biotechnology have finalized a new guidelines on Stem Cell Research and Therapy, which is ready for public debate.

(c) and (d) ICMR stated that those who claim clinical success following Stem cell therapy (which is still in experimental stage globally) have been asked to submit scientific details for review by Council's experts. The concerned doctor in Nutech Mediworld, New Delhi who claimed to have conducted more than 100 cases of Embryonic Stem Cell Therapy, was invited by ICMR to make a presentation but the doctor did not make a presentation nor given a written report to the council.

[Translation]

Scheme for Weaker Sections

1129. SHRI RAMDAS ATHAWALE: Will the PRIME MINISTER be pleased to state:

- (a) whether the Union Government has taken any steps to formulate a comprehensive scheme for educational and financial development of weaker sections;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) No, Sir.

- (b) Does not arise
- (c) Various educational and economic development programmes are already being implemented under

different Central Sector and Centrally Sponsored Schemes for the development of weaker sections of the society viz., Scheduled Castes, Scheduled Tribes, Other Backward Classes and Minorities by the Ministries of Human Resource Development, Social Justice & Empowerment, Tribal Affairs, Women and Child Development, Rural Development, Agriculture, Water Resources, Environment & Forest, Youth Affairs & Sports, etc. Some of the major schemes/programmes being implemented for educational development and economic development are: Post-Matric and Pre-Matric Scholarships, Hostels, Ashram Schools, Kasturba Gandhi Swatantrata Vidhyalaya, Eklayaya Model School, and Vocational Education Programmes, National Finance and Development Corporations for SCs, STs, OBCs, Minorities, and Safai Karamcharis, Swarnajayanti Gram Swarozgar Yojana (SGSY), National Rural Employment Guarantee Act, (NREGA), Indira Awas Yojana (IAY), Sampurna Gram Rozgar Yojana (SGRY), National Food for Work Programme, Grant-in-Aid under Article 275(1) of the Constitution, Special Central Assistance to Tribal Sub-Plan and Special Component Plan for SCs, Integrated Child Development Services (ICDS) Scheme, Sarva Shiksha Abhiyan, Rashtriya Sam Vikas Yojana, etc.

Import of Coal

1130. SHRI TEK LAL MAHTO: Will the Minister of POWER be pleased to state:

- (a) whether the Government is contemplating to import coal on a large scale to run thermal power projects;
- (b) if so, the details thereof;
- (c) the details of the quality, quantity and cost of the coal imported from abroad during the last three years, year-wise for the thermal power plants; and
- (d) the quantity of coal targeted to be imported during the year 2006-07?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) Import of 13.45 million tonne of coal, has been planned during 2005-06 so as to bridge the gap between demand and availability of indigenous coal and to build up adequate stock at thermal power stations in the country.

(c) The details of the quality, quantity and cost of the coal imported during the last three years, year-wise for the thermal power plants are as under:

Year	Quantity (Thousand Tonne)	Quality (GCV in Kcal/Kg)	Cost (Rs. Per Metric Tonne)
2002-03	3071	4700-6800	2112-3000
2003-04	3369	4700-6800	2112-2921
2004-05	4527	4750-6800	2621-3223

GCV= Gross Calorific Value.

(d) The quantity of coal targeted for import for thermal power plants for 2006-07 is about 20 million tonne.

[English]

New Tariff Policy on Power Sector Reforms

1131. SHRI BRAJA KISHORE TRIPATHY:

SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of POWER be pleased to state:

- (a) whether the Union Government has announced a new tariff policy to accelerate power sector reforms;
- (b) if so, the details thereof;
- (c) the extent to which the new tariff policy is likely to resolve the contentious issue of calculating cross subsidy surcharge for open access in distribution; and
- (d) the steps taken by the Government to protect the consumers from over burden of cross subsidy surcharge in case of a different electricity supplier?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) Yes, Sir.

(b) The Central Government has notified Tariff Policy through Resolution No.23/2/2005-R&R (Vol. IV) dated 6th January, 2006 issued by Ministry of Power. Salient features of the Tariff Policy are enclosed at Statements

(c) and (d) The Tariff Policy provides that a consumer who is permitted open access will have to make payment to the generator, the transmission licensee whose transmission systems are used, distribution utility for the wheeling charges and, in addition, the cross subsidy

surcharge. The computation of cross subsidy surcharge, therefore, needs to be done in a manner that while it compensates the distribution licensee, it does not constrain introduction of competition through open access. A consumer would avail of open access only if the payment of all the charges leads to a benefit to him. The policy further states that while the interest of distribution licensee needs to be protected, it would be essential that this provision of the Act, which requires the open access to be introduced in a time-bound manner, is used to bring about competition in the larger interest of consumers.

The Tariff Policy lays down the methodology for computation of cross subsidy surcharge.

Statement

Salient features of the Tariff Policy

- (a) All future requirement of power needs to be procured competitively by distribution licensees except in cases of expansion of existing projects or where there is a State controlled/owned company as an identified developer.

Even for Public Sector projects, tariff of all new generation and transmission projects needs to be decided on the basis of competitive bidding after a period of five years.

- (b) It gives the framework for performance based cost of service regulation in respect of aspects common to generation, transmission as well as distribution.
- (i) Rate of return to be notified by the Central Electricity Regulatory Commission (CERC) for generation and transmission. The rate of return notified for transmission would be adopted by SERCs for distribution also with appropriate modification to take care of higher risks involved in the distribution. For uniformity a common approach to be evolved by the Forum of Regulators (FOR) for rate of return in distribution.
- (ii) The depreciation rates for generation and transmission to be notified by the CERC. These rates are to be adopted by State Electricity Regulatory Commissions (SERCs) also for distribution with suitable modification as evolved by the FOR.
- (iii) Same rates of depreciation would be applicable both for tariff as well as accounting purposes.

- (c) It emphasizes the need of keeping duties like electricity duty at reasonable level for making electricity available at reasonable prices.
- (d) Multi-year tariff framework to be adopted for tariff to be determined from April 1, 2006.
- (e) Suitable performance norms of operations with incentives and dis-incentives along with appropriate arrangement for sharing the gains of efficient operations with the consumers.
- (f) CERC to notify operating norms for generation and transmission in consultation with the Central Electricity Authority (CEA). Operating norms for distribution to be notified by the SERCs based upon uniform approach as evolved by the FOR.
- (g) It gives essential features of commercial arrangements for harnessing surplus power available from captive generators.
- (h) Future requirements of energy from non-conventional sources to be procured as far as possible through competitive bidding process to bring down the costs.
- (i) In line with the National Electricity Policy (NEP), National Tariff framework for transmission is to be implemented by April 1, 2006 to ensure sharing of the total transmission cost among the users in proportion to their respective utilization of the system.
- (j) Private investment in transmission to be invited through competitive process for making transmission asset available according to laid down operational norms.
- (k) Insistence on making electricity available for 24 hours particularly for those consumers who are willing to pay tariff which reflects efficient costs in accordance with the NEP.
- (l) Emphasis on giving subsidy in transparent and targeted manner.
- (m) Cross subsidies for different consumers to be reduced and brought within the range of $\pm 20\%$ of average of the supply by the end of the year 2010-2011.
- (n) It discourages free power with a view, inter-alia, to ensure sustainable use of ground water resources. At the same time there is a stipulation for supporting poor category consumers.

- (c) Cross subsidy surcharge to be computed in a manner that open access becomes a reality.

Inspection by I.A.E.A.

1132. SHRI CHANDRA BHUSHAN SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether allowing the inspections of Nuclear establishments by the International Atomic Energy Agency (IAEA) will seriously hamper the quality and scope of ongoing research;

(b) if so, whether the Government had put forward this point during the recently held meeting of IAEA; and

(c) if so, the response received in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) IAEA inspection on facilities covered by safeguards agreement with IAEA will not hamper the quality and scope of ongoing research. No IAEA inspections are being carried out in any of the R&D institutions in India.

(b) No, Sir.

(c) Does not arise.

[Translation]

Allocation of Funds to RAPS

1133. SHRI SRICHAND KRIPLANI: Will the PRIME MINISTER be pleased to state:

(a) whether Rajasthan has urged the Union Government to increase the allocation of funds for the third and the sixth units of the Rajasthan Atomic Power Station (RAPS);

(b) if so, the details thereof;

(c) whether the Union Government has acceded to the said request; and

(d) if not, the reasons therefor alongwith the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) to (d) There are

four nuclear power reactors in operation at Rajasthan Atomic Power Station (RAPS 1 to 4), Rawatbhata, Rajasthan, with a total capacity of 740 MWe. Two more units (RAPP 5&6 of 2x220MWe) are presently under construction and are expected to be completed in the year 2007-08. Adequate funds have been allocated by the Government for the timely completion of these units.

Accelerated Power Development and Reforms Programme

1134. SHRI BRAJESH PATHAK: Will the Minister of POWER be pleased to state:

(a) whether the Government has allocated funds to different projects under the Accelerated Power Development & Reforms Programme (APDRP) to make up the power shortage in the States; and

(b) if so, the details thereof as on date, State-wise and project-wise?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) Government had launched Accelerated Power Development and Reforms Programme (APDRP) in the year 2002-03 in order to reduce Aggregate Technical and Commercial losses, improving quality of supply of power, increasing revenue collection and improving consumer satisfaction. The said programme has two components viz. (i) investment component and (ii) incentive component. Under investment component, funds are released as Additional Central Plan Assistance to the States for strengthening and upgradation of sub-transmission and distribution system. Under the incentive component of APDRP, 50% of the actual cash loss reduction effected is given as grant to such Utilities that reduce cash losses over the base year of 2000-01. The Government has sanctioned projects amounting to Rs. 19182.33 crores under investment component of APDRP so far, out of which APDRP component is Rs. 11279.87 crores and the Government has already released an amount of Rs. 5872.32 crores under this component of programme. An aggregate amount of 1471.36 crore has been released as incentive to seven States under incentive component of APDRP.

(b) The details of the projects sanctioned under investment component of APDRP state-wise are given in the enclosed Statement.

Statement

Cost of the projects sanctioned and funds released to the States under investment component of APDRP

(Rs. in crores)

S.No.	Name of State	Number of projects sanctioned	Cost of the projects sanctioned	APDRP Component	Funds released
1	2	3	4	5	6
1	Andhra Pradesh	101	1460.36	730.18	566.76
2	Arunachal Pradesh	4	82.69	82.69	36.68
3	Assam	15	650.73	650.73	158.85
4	Bihar	15	854.05	427.02	313.18
5	Chhattisgarh	7	407.70	203.85	159.21
6	Delhi	6	922.61	461.31	105.51
7	Goa	7	294.01	147.01	113.40
8	Gujarat	13	1083.22	541.61	400.26
9	Haryana	18	431.95	215.97	168.99
10	Himachal Pradesh	12	322.77	322.77	163.92
11	Jammu and Kashmir	6	1100.13	1100.13	408.50
12	Jharkhand	8	423.65	211.83	153.87
13	Karnataka	35	1186.31	593.16	435.45
14	Kerala	52	863.63	431.82	230.55
15	Madhya Pradesh	48	663.20	331.60	129.87
16	Maharashtra	35	2231.58	1115.79	349.01
17	Manipur	5	141.62	141.62	2.67
18	Meghalaya	9	227.44	227.44	58.38
19	Mizoram	7	108.14	108.74	78.01
20	Nagaland	3	122.27	122.27	68.58
21	Orissa	7	592.22	296.11	74.02
22	Punjab	26	715.57	357.79	178.74

1	2	3	4	5	6
23	Rajasthan	29	1193.25	596.62	385.82
24	Sikkim	4	164.19	164.19	154.73
25	Tamil Nadu	41	948.12	474.06	441.82
26	Tripura	7	146.74	146.74	37.64
27	Uttar Pradesh	36	1091.30	545.65	164.22
28	Uttaranchal	6	310.08	310.08	240.76
29	West Bengal	21	442.20	221.10	92.92
Total		583	19182.33	11279.88	5872.32

**Shortage of Health Workers
in SHPs**

1135. SHRI HEMMAL MURMU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is shortage of health workers in Sub Health Posts (SHPs) in the country;

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

(c) the steps taken by the Government to meet the shortage of health workers in all the SHPs of the country particularly in Jharkhand, Chhattisgarh and Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes, Sir. There is a shortage of 11191 Auxiliary Nursing Mid-wives (ANMS) & 67261 Multipurpose Health Workers (male) [MPW(M)] in the Sub-

centres in the country. State/UT-wise position is given in the enclosed Statement. The main reasons are inaccessibility of the area, lack of infrastructure facilities in remote and difficult areas, non-availability of quarters and other basic facilities and financial constraints on the part of State Government to appoint Multi Purpose Health Worker (Male).

(c) Under the Reproductive and Child Health (RCH-I) Programme, States including Jharkhand, Madhya Pradesh & Chhattisgarh have been given support for contractual appointments of ANMs on the basis of categorization of the districts.

Under RCH-II, States have been given flexibility to choose their own intervention & to undertake contractual appointments of ANM's as per their Project Implementation Plan (PIP).

Under National Rural Health Mission (NRHM) Sub-centres are proposed to be strengthened by providing Additional ANMs, wherever needed.

Statement

Multipurpose Worker (Female)/ANM & MPW (Male)

S.No.	State/UT	Required ¹ (R)	In Position (P)	Shortfall (R-P)	Required (R)	In Position (P)	Shortfall (R-P)
1	2	2	4	5	6	7	8
1	Andhra Pradesh	14012	13740	272	12522	6327	6195
2	Arunachal Pradesh	454	454	0	376	23	353

1	2	2	4	5	6	7	8
3	Assam	5719	5719	0	5109	320	4789
4	Bihar	11985	NA	NA	10337	NA	NA
5	Chhattisgarh	4334	3667	667	3818	2940	878
6	Goa	191	179	12	172	125	47
7	Gujarat	8344	6650	1694	7274	2389	4885
8	Haryana	2841	2818	23	2433	1750	683
9	Himachal Pradesh	2505	1790	175	2067	1286	781
10	Jammu and Kashmir	2213	1588	625	1879	377	1502
11	Jharkhand	5023	NA	NA	4462	NA	NA
12	Karnataka	9822	8635	1187	8143	3188	4955
13	Kerala	6027	6331	*	5094	3273	1821
14	Madhya Pradesh	10029	9560	469	8835	6978	1857
15	Maharashtra	11507	10699	808	9727	6270	3457
16	Manipur	492	463	29	420	290	130
17	Meghalaya	496	496	0	401	401	0
18	Mizoram	408	385	23	351	351	0
19	Nagaland	481	342	139	394	300	94
20	Orissa	7209	6768	441	5927	3392	2535
21	Punjab	3336	3667	*	2852	1802	1050
22	Rajasthan	11601	12013	*	9926	2528	7398
23	Sikkim	171	266	*	147	158	*
24	Tamil Nadu	10062	10070	*	8682	3727	4955
25	Tripura	612	561	51	539	326	213
26	Uttaranchal	1754	1902	*	1525	616	909
27	Uttar Pradesh	22217	20646	1571	18577	5732	12845
28	West Bengal	11529	9070	2459	10356	5603	4753
29	Andaman and Nicobar Islands	127	127	0	107	0	1 0 7

1	2	2	4	5	6	7	8
30	Chandigarh	13	13	0	13	8	5
31	Dadra and Nagar Haveli	44	6	38	38	38	0
32	Daman and Diu	24	24	0	21	17	4
33	Delhi	50	89	*	42	192	*
34	Lakshadweep	18	22	*	14	0	14
35	Pondicherry	114	114	0	75	29	46
All India		165764	138906	11191	142655	60756	67261

Notes:

Figures are provisional

NA: Not Available

* Surplus MPW(M) is required one each per existing Sub Centre

† One per each Sub Centre and Primary Health Centre

[English]

**Ban on Tobacco and Alcohol Laced
Food Items**

1136. SHRI KIRTI VARDHAN SINGH:

SHRI EKNATH MAHADEO GAIKWAD:

SHRIMATI NIVEDITA MANE:

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

(a) whether the Government proposes to ban tobacco and alcohol laced food items as reported in The Times of India dated January 21, 2006;

(b) If so, the details thereof;

(c) whether the Government has conducted any survey on the impact of these items on children and youth;

(d) if so, the details thereof; and

(e) the steps proposed to be taken to check the use of these items?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Draft rules further to amend PFA Rules, 1955 have been published in the Gazette of India vide notification GSR 694 (E) dated 28.11.2005 which interalia propose that tobacco, alcoholic beverages and nicotine shall not be used as an ingredient in proprietary

products. Proprietary food means a food which has not been standardized under PFA Rules, 1955.

The objections/suggestions on the above draft rules have been invited from all concerned for consideration.

(c) and (d) No such survey has been conducted but tobacco is a known carcinogen and alcohol is injurious to health.

(e) These draft PFA amendment rules, when finalized will be implemented by the States/UTs. Governments which have the mandate for implementing provisions of PFA Rules, 1955.

[Translation]

Setting up of Private Blood Bank

1137. SHRI BAPU HARI CHAURE:

SHRI SANJAY DHOTRE:

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

(a) whether approval of the Central Government is required to be taken for setting up of private blood bank in any State; and

(b) if so, the criteria laid down or guidelines issued by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) Yes Sir.

Under the provisions of Drugs & Cosmetics Rules, 1945, Rule 122 F, prescribes the licensing procedure of all Blood Banks. On receipt of application, the State Licensing Authority (SLA), after taking such measures including joint inspection of the premises and if satisfied prepares the licence and forwards the same to the Central License Approving Authority (CLAA) for approval. The Government also notified under Rule 122 G vide GSR No. 733(E) dated 21st December, 2005 (copy enclosed as statement) that "Application for grant or renewal of licence for operation of Blood Bank or processing of human blood components shall be made by the Blood Bank run by the Government, Indian Red Cross Society, Hospital, Charitable Trust or Voluntary Organisations approved by a State/ Union Territory Blood Transfusion Council".

Statement

**Ministry of Health and Family Welfare
(Department of Health)**

NOTIFICATION

New Delhi, the 21st December, 2005

G.S.R. 733(E):- Whereas a draft of certain rules further to amend the Drugs and Cosmetics Rules, 1945 was published, as required by Sections 12 and 33 of the Drugs and Cosmetics Act, 1940 (23 of 1940), in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-Section (i) dated the 13th December, 2004 under the notification of the Government of India in the Ministry of Health and Family Welfare (Department of Health), number G.S.R. 801 (E), dated the 13th December, 2004, inviting objections and suggestions from all persons likely to be affected thereby, before the expiry of a period of forty-five days from the date on which copies of the Official Gazette containing the said notification were made available to the public;

And, whereas copies of the said Gazette were made available to the public on 14-12-2004;

And, whereas objections and suggestions received from the public on the said draft rules have been considered by the Central Government;

Now, therefore, in exercise of the powers conferred by Sections 12 and 33 of the said Act, the Central Government, after consultation with the Drugs Technical Advisory Board, hereby makes the following rules further to amend the Drugs and Cosmetics Rules, 1945, namely:-

1. (1) These rules may be called the Drugs and Cosmetics (6th Amendment) Rule 2005

(2) They shall come into force on the date of their publication in the Official Gazette

2. In the Drugs and Cosmetics Rules, 1945, -

(i) in the rule 122F, in sub-rule (1), 'Explanation' shall be omitted;

(ii) rule 122G shall be numbered as sub-rule (1) thereof, and after sub-rule (1) as so renumbered, the following shall be inserted, namely:-

"(2) Application for grant or renewal of a licence for operation of Blood Bank or processing of human blood components shall be made by the Blood Bank run by the Government, Indian Red Cross Society, hospital, charitable trust or voluntary organization approved by a State/Union Territory Blood Transfusion Council only.

Explanation - For the purpose of this sub-rule, "renewal" shall include renewal of any licence issued prior to the commencement of the Drugs and Cosmetics (..... Amendment) Rules, 2005."

(iii) In Schedule F to the said rules, in Part XII-B, under the heading 'J. SPECIAL. REAGENTS', for the entry at serial number (5), the following shall be substituted, namely, -

"(5) ELISA or Rapid or RPHA test 'kits for Hepatitis and HIV I and II."

[F.No. X-11014/6/2004-DMS & PFA]

Rita Teotia, Jt. Secy.

Foot-note: The principal rules were published in the Official Gazette vide notification No. F.28-10/45-H(1) dated 21st December, 1945 and amended in the year 2005, by the following notifications published in Part II, Section 3, Sub-section (I) of the Gazette of India, namely:-

- (1) GSR 32 (E) dated 20-1-2005.
- (2) GSR 35 (E) dated 20-1-2005.
- (3) GSR 79 (E) dated 14-2-2005.
- (4) GSR 174 (E) dated 16-3-2005.
- (5) GSR 431 (E) dated 30-6-2005.

Passport Advisory Committee

1138. SHRI V.K. THUMMAR:

SHRI TUKARAM GANPATRAO RENGE PATIL:

Will the PRIME MINISTER be pleased to state:

(a) whether a Passport Advisory Committee has been constituted by the Government;

(b) if so, the date on which the said Committee was constituted along with the names of the members and the objectives to be achieved through the same;

(c) whether there is rampant corruption in various passport offices;

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

(e) the success achieved so far by the said Committee in checking corruption?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) No Sir. There is no such Passport Advisory Committee at present. The working of Passport Offices is being closely monitored by the Standing Committee of Parliament on External Affairs and the Apex Committee headed by the Cabinet Secretary.

(c) No Sir. However, instances of corruption in the Passport Offices do come to notice of the Ministry from time to time from various agencies as also through the Internal Vigilance Section of the Central Passport Organisation. During 2005, sanction for prosecution was granted against 8 employees, major penalty imposed on 2 employees, minor penalty imposed on 11 employees and warnings issued to 6 employees of various Passport Offices.

(d) Government's views corrupt practices, if any, in the Passport Offices very seriously and takes appropriate steps to penalise the concerned officials expeditiously.

(e) Not applicable.

[English]

Mysore-Bangalore Corridor Expressway

1139. SHRI M. SHIVANNA:

SHRI MANJUNATH KUNNUR:

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

(a) whether construction work of the Mysore-Bangalore Corridor Expressway has commenced;

(b) if so, the estimated cost of the construction; and

(c) the time by which the said Expressway is likely to be ready for traffic movement?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) to (c) This Ministry is responsible for maintenance and development of National Highways. Mysore-Bangalore Corridor Expressway is a State Road project. Therefore, Karnataka Government is responsible for the construction work of this road.

However, as per the information received from the State Government of Karnataka, construction work of this project Stage-I has commenced on February 5, 2004; the cost of the project is Rs. 1299.36 crore as per the technical report of August, 1995; and the road component of the project would be completed in six years from the date of commencement.

Central Funds for Promotion of Sports

1140. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of funds allocated to West Bengal during the last five years for promotion of sports; and

(b) the funds allocated to the schools of the State during the above period?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) and (b) This Ministry was implementing the Centrally Sponsored Sports Infrastructure Schemes for the creation of Sports facilities at various places in the country, including schools, till 31.3.2005. Government have transferred the Sports Infrastructure Schemes to the State Sector w.e.f. 1.4.2005. Central assistance was, being provided in accordance with approved pattern subject to receipt of viable proposals from the State governments including West Bengal. No State-wise funds were allocated under the Sports Infrastructure Schemes for promotion of Sports. However, the details of funds released to Government of West Bengal including Schools, under the Schemes of "Grant for Creation of Sports Infrastructure" and "Grants to Rural Schools for Purchase of Sports Equipment and Development of Playground" during the last five years i.e. 2000-01 to 2004-05 have been given as under:

S.No.	Name of the Scheme	Grants released (Rupees in lakhs)				
		2000-01	2001-02	2002-03	2003-04	2004-05
1.	Grants for Creation of Sports Infrastructure.	0.49	10.00	28.00	20.07	49.70
2.	Grants to Rural Schools for purchase of sports equipment and development of playfields	50.22	38.45	88.55	77.98	127.15

Construction of Western and Eastern Expressways

1141. SHRI PRABHUNATH SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there are any proposals under the consideration of the Government to construct Western and Eastern Expressways around Delhi for the easy movement of non-Delhi bound goods vehicles;

(b) if so, the time by which the project is likely to be completed; and

(c) the amount likely to be sanctioned for the same?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Yes, Sir.

(b) The project is likely to be completed by October 2010.

(c) As per preliminary estimates, the cost of the project including cost of land acquisition is Rs.4120.00 crore. The project is to be executed on Built Operate and Transfer (BOT) basis. The funds for viability gap, if required, would be provided by the Union Government. The cost of land acquisition presently assessed, as Rs.1307.00 crore is to be shared by the Governments of Delhi, Haryana and Uttar Pradesh in the ratio of 50:25:25.

[Translation]

Sale of Iodised Salt

1142. SHRI VIJOY KRISHNA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether several scientists and doctors are of the view that fruits, vegetables, meat etc. fulfil the deficiency of iodine in our meals;

(b) if so, the details thereof;

(c) whether the Government is likely to relax the mandatory condition of sale of iodised salt;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) No, Sir. The medical experts and scientists of the country from All India Institute of Medical Sciences (AIIMS), New Delhi, Indian Council of Medical Research (ICMR), Delhi, Directorate General of Health Services, State Health Directorates, Indian Medical Association (IMA), other medical institutions and international organizations like World Health Organization (WHO), UNICEF, International Council for Control of Iodine Deficiency Disorders (ICCIDD), Micronutrient Initiative (MI) have clearly opined that there is need of iodine supplementation daily through iodated salt for the entire population as there is environmental iodine deficiency in the country. Subsequently, the various food products in the form of vegetarian and non-vegetarian foods are deficient in iodine content and will not be in a position to provide the normal requirement of nutritional iodine i.e. about 100-150 micro-grams daily for a person. The studies conducted by Dte. General of Health Services and other medical institutions have very clearly demonstrated that as a result of iodine supplementation through iodated salt in various districts of the country, there is significant reduction of iodine deficiency disorders. Recently, the impact evaluation studies conducted by National Institute of Nutrition, Hyderabad, covering 40 districts in 25 States have very clearly shown that there is significant decrease

in iodine deficiency disorders as a result of regular consumption of iodated salt. The problem of iodine deficiency is still prevalent in all States/UTs as a public health problem, so there is need of compulsory salt iodisation for human consumption.

Shortage of Neurosurgeons

1143. SHRI KAILASH MEGHWAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is shortage of neurosurgeons in the country due to which patients have to wait for long for their treatment;

(b) if so, the reasons therefor;

(c) whether the Government proposes to increase the number of neurosurgeons in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (d) State Governments have been giving Essentiality Certificate for starting of different PG/ Superspeciality courses in the Medical colleges/institutions in the State based on the need for starting such courses. Based on the Essentiality Certificate given by the State Government and other requirement as per MCI norms, Central Government is granting permission for starting of such courses after receiving recommendations from Medical Council of India. However, as of now annual intake in M.Ch. (Neuro surgery) and DM (Neurology) courses is approximately 118 in different Medical Colleges in the country.

[English]

Sponsorship of Sports and Sports Persons

1144. SHRI CHANDRAKANT KHAIRE: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Union Government proposes a long term plan for sponsorship of specific sports and Sports persons to be given to Industrial Houses;

(b) if so, the details thereof;

(c) whether the Union Government proposes to

hand over complete management of certain Sports to the private sector;

(d) if so, the reasons therefor; and

(e) the response of private sector in developing Sports in the country?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a), (b) and (e) MOUs have been signed between the Sports Authority of India (SAI) and the Federation of Indian Chambers of Commerce & Industry (FICCI) and Indian Olympic Association (IOA) and the Confederation of Indian Industry (CII) for involving the private and public sectors in the development of Sports in the country. However, no concrete output has as yet emerged from these MOUs.

(c) No. Sir.

(d) Does not arise.

Construction of Chowkighat Bridge on NH-52

1145. SHRI M.K. SUBBA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has since received a feasibility report and Model study report from the Brahmaputra Board regarding construction of the Chowkighat Bridge on NH-52 in Assam for which funds have already been sanctioned;

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

(c) the steps taken/being taken by the Government to expeditiously complete the construction of the said bridge?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) No, Sir. The Brahmaputra Board has intimated to Border Roads Organisation that Model Study for the bridge across Jia Bharali at Chowkighat Bridge on NH-52 is likely to be completed by November, 2006.

(c) The feasibility of the project can only be ascertained after submission of report by the Brahmaputra Board.

*[Translation]***Discontinuance of Power Subsidy to States**

1146. SHRI KAILASH NATH SINGH YADAV:

SHRI BHUPENDRASINH SOLANKI:

SHRI MAHESH KANODIA:

SHRIMATI SANGEETA KUMARI SINGH DEO:

SHRI V.K. THUMMAR:

SHRI SHISHUPAL PATLE:

SHRI ASHOK KUMAR RAWAT:

PROF. MAHADEORAO SHIWANKAR:

SHRI K. SUBBARAYAN:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to discontinue power subsidy to the States as reported in the *Rashtriya Sahara* dated January 15, 2006;

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

(c) whether the Government has conducted any survey regarding failure of the States to check power theft;

(d) if so, the State-wise details thereof along with the names of the States with minimum availability of electricity per family in percentage terms;

(e) whether the Government is according priority regarding electricity to such States;

(f) if so, the efforts made by the Government in this regard; and

(g) the number of new houses provided electricity during 2004-05?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) As per the provisions of the Electricity Act, 2003 the State Electricity Regulatory Commissions (SERCs) have the powers to fix tariff for sale of electricity to consumers including farmers.

Section 65 of the Act provides that if the State Government requires the grant of any subsidy to any consumer or class of consumers in the tariff determined by the State Commissions, the State Government shall pay to the concerned utility/licensee the full amount required to compensate the grant of subsidy.

As far as grants under Accelerated Power Development and Reforms programme, there is no such proposal to discontinue the grants to the states.

(c) No, Sir.

(d) to (f) In view of reply to (c) above, do not arise.

(g) Government of India monitors the household electrification at the time of Census only. However, under the Kutir Jyoti and Below Poverty Line household electrification scheme, 56,492 Nos. of rural households have been electrified during the year 2004-05.

*[English]***Recommendations of Expert Committee on Integrated Energy Policy**

1147. SHRI IQBAL AHMED SARADGI:

SHRI BASU DEB ACHARIA:

SHRI KAILASH MEGHWAL:

Will the Minister of POWER be pleased to state:

(a) whether the Government has taken initiatives in meeting its energy requirement over the next 25 years in order to support a growth rate of 8 per cent;

(b) if so, the details thereof;

(c) whether an Expert Committee on Integrated Energy Policy has made detailed policy recommendations in this regard;

(d) if so, the details thereof and the reaction of the State Governments thereto; and

(e) the further action taken/proposed to be taken by the Government in this regard?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (d) An Expert Committee has been constituted under the Chairmanship of Member (Energy), Planning Commission on 12th August, 2004 to prepare an integrated energy policy. The draft report has been put up on the Planning Commission's website and presented in several fora for inviting comments.

(e) Action as deemed appropriate would be taken by Government on submission of final report by the Expert Committee.

[Translation]

**Encouraging Use of Non-Conventional
Energy Sources**

1148. SHRI SANTOSH GANGWAR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government proposes to provide subsidized and interest free loan to the rural population in order to encourage the use of Non-Conventional Energy Sources in rural areas;

(b) if so, the details thereof particularly in respect of Uttar Pradesh; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) to (c) Capital subsidy is being provided for installation of biogas plants (Rs.2,100 to Rs.11,700 per plant depending upon the capacity of the plant, category of the beneficiaries/areas) and biomass gasifiers (Rs.1.25 lakh to Rs. 15 lakh per system depending upon configuration and application). For solar photovoltaic water pumping systems, soft loan at 5% interest rate is being provided through Indian Renewable Energy Development Agency and capital subsidy of upto Rs.50,000 per system depending upon system size through State Nodal Agencies. In addition, upto 90% subsidy is being given under the Remote Village Electrification Programme for provision of renewable power/solar photovoltaic lighting systems to villages that are not likely to receive grid connectivity under the Rajiv Gandhi Gramin Vidyutikaran Yojana. Central financial assistance amounting to Rs.49.13 crores has been provided to Uttar Pradesh during the first three years of 10th Plan, i.e., 2002-03 to 2004-05 for renewable energy systems/devices.

[English]

Indo-Pak Ties

1149. SHRI JYOTIRADITYA M. SCINDIA:

SHRI NIKHIL KUMAR:

Will the PRIME MINISTER be pleased to state:

(a) whether the attention of the Union Government has been drawn to the remark made by Pakistan President recently at Davos on his disagreement with the Indian

approach for improving relations through Confidence Building Measures (CBMs) and solution of Kashmir issue;

(b) if so, the details thereof;

(c) whether he also ruled out the possibility of improving economic ties with India as reported in the The Times of India dated January 28, 2006:

(d) if so, the facts of the said matter; and

(e) the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) and (b) Government have seen the media reports about the remarks made by President Musharraf at a Press Conference on 27 January 2006 at the World Economic Forum at Davos. According to the official website of the President of Pakistan, he said as follows: "CBMs have to take their own time but at the same time dispute resolution is there, we very conveniently avoid talking of dispute resolution. CBMs come for dispute resolution, it is not the other way around, you resolve disputes then confidence will come but if you leave the dispute festering I don't know how can you develop confidence I mean it is absolutely impractical and wrong to imagine that disputes can remain but we will have confidence with each other and I am sorry but I cannot imagine this ever to be done so therefore we have to go for dispute resolution".

(c) and (d) The Times of India dated 28 January 2006 carried a report which quoted President Musharraf saying: "How can we do business together if we are enemies? Nations are individuals, and if we are killing each other; how can we expect other interests to bring us together." However, there was no such report on the Pakistani media. According to President Musharraf's official website, at the Press Conference in Davos, on trade and economic ties with India, he said, "I do understand that economic benefits of interrelationships between India and Pakistan are tremendous with no doubt in my mind that there is tremendous gain on both sides if we were to interact but at the same time, you must understand that there has been wars between our countries... So unless you resolve or remove the irritants solve disputes it will keep festering and we don't know what the attitude of the future leaders will be. So permanent peace will never come and whatever economy or economic relationship you are talking may get hindered again in the future with changed environment...."

(e) Government believe that India and Pakistan should promote trade and economic relations for the mutual benefit of the peoples of the two countries. India is also committed to resolving all outstanding issues with Pakistan bilaterally and peacefully. Government intends to continue with the present process of confidence building, cooperation and dialogue in an atmosphere free from terror and violence.

Akshay Urja Shops

1150. SHRI KISHANBHAI V. PATEL:

SHRI SUGRIB SINGH:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government proposes to open Akshay Urja Shops in different parts of the country;

(b) if so, the details thereof;

(c) the criteria for selection of sites for opening such shops; and

(d) the number of shops proposed to be opened, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) and (b) The Ministry of Non-Conventional Energy Sources, under a new Scheme, is supporting the creation of a network of retail outlets in the form of Akshay Urja Shops for sale and service of solar energy and other renewable energy products. Support is available in the form of soft loans for setting up the shops alongwith a recurring grant linked to performance of the shops over a specified period.

(c) The shops Can be set up by state nodal agencies, manufacturers' associations, reputed NGOs and private entrepreneurs. The shops should have a minimum covered area of 200 sq. ft. and should preferably be located in a prime location in an easily accessible part of the city. In the selection, priority will be given to owned shops.

(d) Under the earlier Scheme, 104 Aditya Solar Shops have been set up in 28 States/UTs. It is proposed to establish Akshay Urja Shops in all districts of the country. Initially, it is planned to support the setting up of 200 shops next year in those districts where Aditya Solar Shops have not been set up under the earlier Scheme.

Generation of Power Through Nuclear Fuel by NTPC

1151. SHRI BRAJA KISHORE TRIPATHY:

SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of POWER be pleased to state:

(a) whether NTPC is facing shortage of gas to generate electricity;

(b) if so, whether the NTPC plans to generate power through nuclear fuel;

(c) if so, whether the NTPC has prepared any plans in this regard; and

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

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) The linkage of gas for NTPC Stations from Ministry of Petroleum & Natural Gas is 13.74 MMSCMD, while the gas requirement is 17.35 MMSCMD (at 90% PLF) and 15.42 MMSCMD (at 80% PLF). The shortfall in gas supply has been met through additional gas tie-up (panna-Mukta-Tapti gas) and Re-gasified Liquefied Natural Gas (RLNG) from GAIL, gas from Gujarat State Petroleum Corporation (GSPC), RLNG from Indian Oil Corporation Limited and Bharat Petroleum Corporation Limited and use of Naphtha (Liquid Fuel). The actual gas supplies to NTPC for the period (April, 2005 - January, 2006) has been 10.93 MMSCMD.

(b) to (d) NTPC's Corporate Plan for the period from 2002-17 envisages taking up 2000 MW of Nuclear capacity in joint venture during the 12th Plan Period. NTPC is looking into the viability of generating power through nuclear fuel.

HIV Testing Kit

1152. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether scientists of the Delhi University have developed the rapid HIV testing kit;

(b) if so, the details thereof;

(c) whether the Government proposes to introduce said HIV testing kit in all the Government run hospitals;

(d) if so, whether the Government has fixed any time-frame to introduce the same; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (e) Yes Sir, the Department of Biochemistry, University of Delhi, South Campus, New Delhi has developed a Naked Eye Visual Erythrocyte Agglutination (NEVA) assay technique to detect the presence of antibodies to HIV in blood samples. This test has been licensed for marketing by Drug Controller General of India DCG (I). The study was supported by Department of Biotechnology (DBT).

The Department of Biochemistry has transferred this technology to M/s Cadia Pharmaceutical Ltd. Ahmedabad, after evaluation for its efficacy. However the fact is that, there are several such test kits now available in the market which have been licensed by DCG (I) from time to time. All these rapid test kits take approximately up to 30 minutes time for testing HIV status of a person (through the blood sample), which has to be based on 3 rapid tests of different principles. NACO procures one most sensitive HIV test kit centrally following competitive bids at national & international levels as per World Bank Guidelines on procurement. There is no special preference for domestic manufactures, small scale industries, Govt. of India undertaking etc. As per our records, this particular product (NEVA), has participated in the process of competitive bidding and could not compete as the cost of the product was excessive. Hence this item has not so far been included in the National AIDS Control Programme.

Girl Child

1153. SHRIMATI MANEKA GANDHI:

SHRI SANAT KUMAR MANDAL:

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

(a) whether any fresh initiative is being taken by the Government to save girl child in the country;

(b) if so, the details thereof;

(c) whether any policy has been formulated by the Government to give incentives or benefits to the employees having only girl child but undergo family planning operation;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to increase the percentage of girl child in the country?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. ANBUMANI RAMADOSS): (a) and (b) The Government is continuously working towards ending the practice of female foeticide. 27949 Units conducting ultrasound tests have been registered in the country, as on 27.02.2006. There are 383 ongoing Court/Police Cases and 33 machines seized/sealed. Out of the total 383 violations reported, 37 are against communication of sex of the fetus.

The National Support and Monitoring Cell is being constituted as a mechanism to help Appropriate Authorities in apprehending actual wrong doer who are committing female foeticide/abetting female foeticide.

Ms Joshna Chinappa, Jr. and Sr. National and Asian Squash champion, is the brand Ambassador for 2005-06 for 'Save the Girl Child Campaign' launched with a view to lesson son preference by highlighting achievements of young girls.

With a view to sensitize the judiciary, National Judicial Academy, Bhopal was delegated the task of organizing training for trainers from State Judicial Academies. District Magistrates have been requested to regularly review the implementation of the Pre-conception and Pre-natal Diagnostic Techniques Act along with other programmes in the districts.

(c) and (d) No, Sir.

(e) It is recognized that mere Pre-natal Diagnostic Techniques Act is not enough to deal with the problem that has roots in social behaviours and prejudices. Various activities have been undertaken to create awareness against the practice of pre-natal determination of sex and female foeticide through Radio, Television and Print Media Units. Workshops and Seminars have been organized at State/regional/district/block levels to create awareness against the social evil. Cooperation have also been sought from religious leaders as well as medical fraternity to curb this practice. National Inspection and Monitoring Committee undertakes periodical visits to the vulnerable States/districts to take stock of the ground reality and monitors the prosecutions launched against unregistered units and those violating provision of the Act/Rules and directions of the Supreme Court of India. Department of

Women and Child Development runs schemes like Balika Samridhi Yojana, Kishori Shakti Yojana, Integrated Child Development Services for survival, development and protection of girl child.

[Translation]

Construction of By-passes

1154. SHRI SRICHAND KRIPLANI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is an urgent need for constructing of by-passes around Jaipur city to cope with the heavy rush of traffic;

(b) if so, whether any proposal is pending for sanction relating to construction of bye-passes connecting Ajmer-Jaipur road (N.H.No.3) with Jaipur-Tonk road (N.H. No.12), Tonk Jaipur (N.H. No.12), Jaipur-Agra (N.H. No.11) and Jaipur-Delhi (N.H. No.8); and

(c) if so, the time by which the same is likely to be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Proposal for construction of by-passes connecting Ajmer-Jaipur road (National Highway 8) with Jaipur-Tonk road (National Highway 12), Jaipur-Agra (National Highway 11) and Jaipur-Delhi (National Highway 8) are under consideration for inclusion in National Highway Development Project (NHDP) Phase-VII, which is yet to be approved by the Government of India.

(c) It is too early to indicate time frame for sanction.

Poor Performance In Athens Olympics

1155. SHRI BRAJESH PATHAK: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has taken any steps to find out the reasons for poor performance of India in the Athens Olympics;

(b) if so, the details thereof;

(c) whether the Sports Authority of India is

responsible for the poor performance of India to some extent;

(d) if not, whether the Government has fixed any responsibility in this regard; an '

(e) if so, the details thereof?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) During the Athens Olympic (Games, Indian sportsperson Major R.V.S Rathore won a silver medal in shooting. This is the first silver medal won by an individual sportsperson since India's independence. Over the years, the performance of Indian sportspersons in the Olympics has shown some improvement. While no medal could be won in the 1984 and 1988 Olympics, in 1996 and 2000 India won a bronze medal each. Moreover, during the Athens Olympic Games, 2004, in the disciplines of Archery, Shooting and Weightlifting Indian sportspersons were close to medals. In the disciplines of Athletics, they created new national records.

(b) After the Athens Olympic Games 2004, meetings with office bearers of the major National Sports Federations (NSFs) were held to analyse their past performance and discuss their future plan of action for achieving excellence in international events.

(c) Since sports is a State subject, it is primarily the responsibility of State Governments and National Sports Federations to promote sports. However, the Government of India supports and supplements their efforts for preparing training of Indian Sportspersons/athletes to win medals in international events. As such, within the present system/resources, the best efforts were made to improve the performance of the Indian Contingent for the Olympic Games. In order to focus on India's performance in international events, specifically the Olympics, the Scheme of Assistance to National Sports Federations was revised in 2005 to introduce dynamic categorization for recognition of disciplines by the Government.

(d) No, Sir.

(e) Does not arise.

Ban on Misleading Advertisements

1156. SHRI HEMMAL MURMU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government has any proposal to impose ban on the misleading advertisements claiming successful treatment of incurable diseases; and

(b) if so, the details of the efforts proposed to be made by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) and (b) The ambit of Drugs and Magic Remedies (Objectionable Advertisements) Act, 1954 is envisaged to be enlarged to cover the advertisements offering treatment in respect of certain diseases or to alter certain functions of human body, for the purpose of exercising control over advertisements for certain medical conditions by medical practitioners.

Decrease in Gobar Gas Plants

1157. SHRI HANSRAJ G. AHIR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the number of gobar gas plants are decreasing in the rural areas;

(b) if so, the reasons therefor;

(c) whether the grant given by the Government for the gobar gas projects has been recovered with interest;

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

(e) the measures undertaken by the Government to give a boost to gobar gas plants in rural areas?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) and (b) Efforts are continuing to promote more number of biogas (gobar gas) under the Centrally Sponsored Scheme-National Biogas and Manure Management Programme. About 3.8 million family type biogas (gobar gas) plants have been set up with Central subsidy in the rural areas since 1981-82. For 2005-06, the original target of 25,000 plants with the Budget Estimates of Rs.14.00 crore has been revised to install 66,000 plants with proposed Revised Estimates of Rs.28.00 crore.

(c) and (d) As the unspent balances, if any, left with the State Governments and nodal agencies are adjusted during subsequent releases, recovery of grants sanctioned

in advance for implementation of the National Biogas and Manure Management Programme, with or without interest, does not arise.

(e) For promoting biogas (gobar gas) plants in rural areas, the Government have undertaken several measures, such as organising training in the operation and maintenance of biogas plants in villages for women users and in flawless construction of plants for masons and technicians at the district level, arranging technical support through State level Biogas Development and Training Centres and organizing extensive publicity through local art-forms, besides providing central subsidy in fixed amounts, turn-key job fee with first three years' free maintenance warranty; one time financial assistance for repair of old non-functional plants, etc.

Setting up Cancer Treatment Institutes

1158. SHRI BAPU HARI CHAURE:

SHRI SANJAY DHOTRE:

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

(a) whether the Government has taken any decision to set up more cancer treatment institutes during the Tenth Five Year Plan; and

(b) if so, the details thereof, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No, Sir. The Government has not taken any decision to set up new cancer treatment institutes. However, under, the present guidelines for National Cancer Control Programme (NCCP) financial assistance is provided for recognition and strengthening of the Regional Cancer Centres (RCC) under the Scheme for Recognition of New RCCs and the Scheme for Strengthening of existing Regional Cancer Centres in the country. Similarly, Government Medical Colleges and Government hospitals in the country are provided financial assistance for Development of Oncology Wings.

(b) Not applicable.

[English]

Centrally Sponsored Schemes

1159. SHRI ANAND RAO VITHOBA ADSUL: Will the PRIME MINISTER be pleased to state:

(a) whether the Union Government has decided to review the performance of the States relating to the implementation of Centrally Sponsored Schemes meant for the poor;

(b) if so, the details of the schemes proposed to be reviewed; and

(c) the steps taken by the Union Government to streamline and ensure timely completion of the Centrally Sponsored Schemes?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI M.V. RAJASEKHARAN): (a) to (c) The major Centrally Sponsored Schemes for the poor include Sampooma Grameen Rozgar Yojana (SGRY), Swarnjayanti Gram Swarozgar Yojana (SGSY), National Food for Work Programme (NFFWP), Indira Awaas Yojana (IAY), Valmiki Ambedkar Awas Yojana (VAMBAY) and Swarn Jayanti Shahri Rozgar Yojana (SJSRY). Recently 200 districts have been identified for implementation of the National Rural Employment Guarantee Act (NREGA) in the first phase. The Planning Commission reviews these schemes and at the time of the mid-term review of the Plans. In addition, the implementing Ministries have systems of monitoring through mechanisms such as periodic progress reports, inspection by Government officials, Area-Officers' scheme, Performance Review Committees, etc. Further, impact assessment studies and evaluations of specific schemes are also undertaken. Also the release of funds is subject to receipt of Utilisation Certificates and Audit Reports. Based on programme evaluation and review, the schemes have been streamlined, restructured and redesigned from time to time.

Youth Hospitals

1160. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the criteria for setting up of Youth Hostels in the country;

(b) the details of Youth Hostels constructed during the last five years, year-wise and location-wise;

(c) whether construction of a large number of Youth Hostels is pending for long;

(d) if so, the details thereof; and

(e) the details of projects approved during the last five years and the present status thereof, location-wise?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) The construction of Youth Hostels is a joint venture between the Central Government and State Government. While the State Government provides fully developed land free of cost with approach road, boundary wall, and provision for electricity and water, the Central Government bears the entire cost of construction. The selection of a site for a Youth Hostel depends on factors such as its historical and cultural value; being a local centre of higher education; State capital; place of tourist importance; being a tourist destination; scenic beauty; hill station; availability of a place which offers facilities for youth activities, and port of entry.

(b) Year-wise and location-wise details of youth hostels constructed during the last five years are as below:

Year	Location
2000-2001	Nil
2001-2002	Nagarjuna Sagar, Andhra Pradesh
2002-2003	Buldana, Maharashtra
2003-2004	Gangtok, Sikkim Warangal, Andhra Pradesh
2004-2005	Nil

(c) and (d) The details of approved youth hostel projects, which are pending for construction, are given in the enclosed Statement-I.

(e) The details of projects approved during the last five years and the present status thereof are given in the enclosed Statement-II.

Statement-I

Sl.No.	Name of State/UT	No. of approved Youth Hostel Projects pending for completion	Location of Youth Hostel (s)
1	2	3	4
1.	Andhra Pradesh		Cuddapah; Karimnagar; Medak; Vizianagaram; and East Godavari
2.	Arunachal Pradesh	1	Roing

1	2	3	4
3.	Bihar	1	Kishanganj
4.	Chhattisgarh	1	Raipur
5.	Gujarat	4	Junagarh; Bhavnagar; Saputara; and Pavagadh
6.	Haryana	1	Rewari
7.	Himachal Pradesh	1	Dharmshala
8.	Jammu and Kashmir	1	Leh
9.	Jharkhand	1	Hazaribagh
10.	Karnataka	2	Karwar and Sogalu
11.	Maharashtra	1	Navegaon
12.	Madhya Pradesh	6	Khajuraho; Indore; Gwalior; Mandu, Chitrakoot and Orchha;
13.	Manipur	3	Thoubai, Bishnupur and Churchandpur
14.	Meghalaya	1	Cherrapunji
15.	Mizoram	1	Kolasib
16.	Orissa	1	Bhubaneswar
17.	Punjab	3	Jalandhar; Anandpur Sahib, Mukatsar
18.	Rajasthan	1	Kota
19.	Tamil Nadu	4	Udhagamandalam (Ooty), Rameshwaram; Coimbatore and Kanya Kumari
20.	Tripura	1	Udaipur
21.	Uttar Pradesh	5	Allahabad; Bareilly; Ballia; Varanasi and Khusinagar
22.	Uttaranchal	3	Almorah, Badrinath and Kedarnath
23.	West Bengal	2	Kaikhali and Bakkhali
Total		50	

Statement-II

Year	Place/State	Status
1	2	3
2000-2001	Rewari, Haryana	Construction is nearing completion
	Sirsa, Haryana	Project completed during November 2005
	Yamunanagar, Haryana	Project completed during November 2005

1	2	3
	Anandpur Sahib, Punjab	Deficiencies of the Revised estimate of the project submitted by CPWD have been conveyed on 31.1.06 for rectification.
	Kanyakumari, Tamil Nadu	Plan/drawings/estimates are still awaited.
	Mukatsar, Punjab	Original site is no longer available and an alternative site is being located by the State Government.
	Rameshwaram, Tamil Nadu	Rectified plan/estimate of the project are still awaited.
	Coimbatore, Tamil Nadu	Plan/drawings/estimates are still awaited.
2001-2002	Badrinath, Uttaranchal	Project is under construction.
	Ooty, Tamil Nadu	-do-
	Kedarnath, Uttaranchal	Plan/drawings/estimates are still awaited.
	Kolasaib, Mizoram	-do-
2002-2003	Hazaribagh, Jharkhand	-do-
2003-2004	Udaipur, Rajasthan	Project completed during November 2005.
	Kota, Rajasthan	Construction is nearing completion.
	Mandu, Madhya Pradesh	Plan/drawings/estimates are still awaited.
2004-2005	Cuddapah, Andhra Pradesh	Construction yet to start.
	Karimnagar, -do-	-do-
	Medak, -do-	-do-
	Vizianagaram, -do-	-do-
	East Godavari, -do-	-do-

Expansion of Coal Industry

1161. SHRI JASHUBHAI DHANABHAI BARAD: Will the Minister of COAL be pleased to state:

(a) whether the Planning Commission had given certain recommendations for expansion of the coal industry as per the requirement of the country;

(b) if so, the details thereof; and

(c) the steps taken by the Government to implement these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF

COAL (DR. DASARI NARAYAN RAO): (a) to (c) Planning Commission had given certain recommendations for expansion of the coal industry. The main recommendations along with the steps taken by the Government to implement the recommendations are as under:-

1. Pending the passage of the Coal Mines Nationalisation (Amendment) Bill 2000, increase the number of players in coal mining through captive mining. Increase the flexibility of captive mines by permitting captive block holders to sell incidental coal surpluses during development and operation of the block to CIL or directly to currently linked end users; and allow group-captive mines. Set a target for the Ministry

of Coal to achieve at least 50 mt of captive production by 2012.

Status: Government of India have already allocated/decided for allocation 91 coal blocks out of which production has started in 8 coal blocks. Development of coal blocks involves a long gestation of about 3 to 5 years to reach production stage and about another two years to reach its optimal production capacity.

2. Amend Section 3 of the Coal Mines (Nationalisation) Act, 1973 to facilitate offering of coal blocks to potential entrepreneurs through competitive bidding.

Status: The proposed amendment is under consideration of the Ministry in consultation with the Law Ministry.

3. Restructure CIL. One possibility could be dismantling of the holding company structure, extending autonomy to the individual coal companies, allowing these coal companies to compete with one another and reviving the loss making coal PSUs.

Status: The matter is being examined by the Expert Committee set up in the Ministry.

4. Permit trading and marketing of coal by removing it from the list of essential commodities.

Status: The Department of Consumers Affairs is taking necessary steps in the matter.

5. Make available about 10 per cent of the domestic production through e-auctions open to traders and actual users.

Status: The sale of coal through e-auctioning is continuing based on the encouraging reports on the performance of this scheme.

6. Promote additional thermal coal imports under long term supply contracts.

Status: Import of coal is already under open general license. Coal is being imported by the consumers as per their requirement.

7. Extend infrastructure status to the coal industry. Lower duties on capital goods imported for coalmines.

Status: The matter is being examined by the Expert Committee constituted in this Ministry.

8. Review the royalty on coal and consider switching to an ad-valorem basis.

Status: A Committee has been set up to consider the revision of royalty on coal. The Committee would submit its report after taking the views/comments of the major Coal producing States, major coal consumers and other stakeholders.

[Translation]

Allocation of Coal Blocks to Co-operative Societies

1162. SHRI TEK LAL MAHTO: Will the Minister of COAL be pleased to state:

(a) the number of co-operative societies constituted by the local tribals in the coal belt which has been allotted coal blocks;

(b) the location-wise details of applications received in this regard;

(c) the number of co-operative societies under the consideration of the Government for the allotment of coal blocks;

(d) the time by which the allotment is likely to be made;

(e) whether the Government has not been able to allot sufficient coal blocks to the tribal co-operative societies; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) No, Sir.

(b) One application from the Adivasi Khanan & Udkarsan Co-operative Society Ltd. in the State of Jharkhand was received. The same could not be considered as they were not found eligible.

(c) No request of co-operative societies is pending for consideration at present.

(d) Does not arise in view of reply to part (c) above in terms of the provision of the Coal Mines (Nationalisation) Act, 1973.

(e) and (f) Do not arise in view of reply given to part (b) & (c) above.

[English]

**Indigenous Manufacture of
Medical Equipment**

1163. SHRI ASADUDDIN OWAISI:

SHRI RAVI PRAKASH VERMA:

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

(a) whether medical equipment both for diagnostic and therapeutic purposes are being imported resulting in high cost to patients;

(b) if so, whether the Government has taken a policy decision to encourage indigenous manufacture of medical equipment to bring down the cost; and

(c) if so, the details thereof and the time by which this policy is likely to be announced?

THE MINISTER OF HEALTH AND FAMILY WELFARE: (DR. ANBUMANI RAMADOSS): (a) to (c) The information is being collected and will be laid on the Table of the House.

Development of Container Terminal

1164. SHRI ANANTA NAYAK: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government proposes to develop one of the largest container terminals in Jawaharlal Nehru Port Trust;

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

(c) whether the feasibility study of said terminal has been completed;

(d) if so, the details thereof alongwith the estimated expenditure likely to be incurred thereon; and

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

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Based on traffic forecasts, it is planned to develop a fourth container terminal at the Jawaharlal Nehru Port having a quay length of 2 kms., with a capacity for handling four million Twenty Feet Equivalent Units (TEUs) in addition to two container terminals which are already operational and

the third container terminal which is under development on Build, Operate and Transfer basis.

(c) to (e) M/s. Consulting Engineering Services (India) Pvt. Ltd. who have been assigned to prepare the feasibility report for the fourth container terminal and marine chemical terminal projects at the Jawaharlal Nehru Port, have submitted the draft final report in November, 2005 which establishes the need for the projects. As per the said report, the capital cost for development of the fourth container terminal (Phase I and Phase II) is estimated as Rs.4754.10 crores. The fourth terminal to be implemented in phases and completed will take about 5 years.

[Translation]

Foreign Aid for Power Sector

1165. SHRI KAILASH NATH SINGH YADAV:

SHRI SHISHUPAL PATLE:

PROF. MAHADEORAO SHIWANKAR:

Will the Minister of POWER be pleased to state:

(a) whether the Government has spent any amount on projects out of the Rs.16823 crore foreign aid allocated for the power sector in March, 2004;

(b) if not, the reasons therefor;

(c) the details of the units which have utilized the said fund for power generation;

(d) the reasons for the shortage of power despite spending the amount for the purpose;

(e) whether any assessment has been made in this regard;

(f) if so, the outcome thereof; and

(g) the reasons for the slow progress in the works relating to improvement of power plants?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) Yes, Sir. The amount of Rs.16823 crore pertains to the undrawn balance as on 31st March, 2004. It covers 18 power projects including 3 power generation projects. In these 18 projects, Rs.2881.06 crore have been spent during 2004-05, including the 3 generation projects.

(b) Does not arise.

(c) Details of utilization of foreign assistance in the three Power Generation projects during 2004-05 is as follows:

Sl. No.	Project Name	Funding Agency (Currency)	Utilization (Rs. in Crore)
1.	Kudankulam Nuclear Power Project	Russia (USD)	1152.43
2.	Purulia Pumped Storage Project	JBIC (JPY)	443.93
3.	Bakreshwar Thermal Power Project	JBIC (JPY)	107.98

(d) to (g) The main reasons for shortage of power are:

- (i) Growth in demand for power outstripping the growth in generation and capacity addition.
- (ii) Shortage of peaking power in the grid.
- (iii) Low Plant Load Factor of some of the thermal generating units mostly in the State Sector.
- (iv) Inadequate sub-transmission and distribution network in some States.
- (v) High Transmission and Distribution losses.
- (vi) Poor financial position of State Utilities which does not enable them to raise the resources necessary for making required investments to create adequate generation capacity.

The following steps have been taken by the Government to increase supply of power in the country:

- (i) As per the Mid-Term Appraisal done towards the end of 2004, a capacity addition of 36,956 Megawatt has been targeted during 10th Five Year Plan.
- (ii) Maximization of generation and increase in plant load factor of thermal power stations.
- (iii) Early stabilization of newly commissioned units.
- (iv) Exploitation of hydro potential at a faster pace.
- (v) Renovation, Modernization and life extension of old and inefficient generation units with interest subsidy

on loans for this purpose by the Power Finance Corporation.

- (vi) Tapping of surplus power from captive power plants.
- (vii) Enhancement of inter-state and inter-regional transfer of power by strengthening of inter-regional and inter-state transmission links eventually leading to formation of National Grid.
- (viii) Strengthening/augmentation of sub-transmission & distribution system.
- (ix) Reduction in Technical and Commercial losses of utilities.

[English]

Foreign Secretary's Visits to Borders

1166. SHRI KISHANBHAI V. PATEL:

SHRI RAMDAS ATHAWALE:

SHRI SUGRIB SINGH:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to take its foreign policy to the borders as reported in The Times of India dated January 04, 2005;

(b) if so, whether the Indian Foreign Secretary recently visited border areas of the various States;

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

(d) the outcome of the visits made?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): (a) to (d) Foreign Secretary visited border areas of the States of Arunachal Pradesh in November 2004 and Himachal Pradesh and Uttaranchal in November 2005. The visits were undertaken in the context of improvement of infrastructure, border trade and other issues related to our border areas.

Medical Facilities to Senior Citizens

1167. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the number of elderly citizens is expected to grow 13.7 crores by 2021;

(b) if so, whether the medical facilities available to senior citizens are not at a par with the services offered in foreign countries;

(c) if so, the details thereof; and

(d) the steps taken by the Government to provide effective medical facilities to senior citizens?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) As per the information given by the Office of the Registrar General of India, the provisionally projected population of elderly citizens (aged 60 and above) of India, based on the Census of India 2001 would be 14.3 crores in 2021. This is based on the results of the population projections based on the recommendations of the technical group on Population Projections, set up by the National Commission on Population under the Chairmanship of the Registrar General of India to project population for the period 2001-2025.

(b) to (d) Health care of elderly is available through the normal health infrastructure which is being progressively strengthened. Exclusive OPDs for Geriatric Patients have started functioning in Safdarjung Hospital, LHMC and Associated Hospitals and AIIMS, New Delhi by utilizing the existing infrastructure.

Indo-Russian Nuclear Energy Cooperation

1168. SHRI RAYAPATI SAMBASIVA RAO:

DR. CHINTA MOHAN:

SHRI RAMJI LAL SUMAN:

Will the PRIME MINISTER be pleased to state:

(a) whether Russia has offered assistance to India in its nuclear energy programme;

(b) if so, the details thereof;

(c) whether the Russian President has asked India to meet the conditions of the Nuclear Suppliers Group (NSG);

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

(e) the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI ANAND SHARMA): (a) Yes, Sir.

(b) Two reactors of 1000 MW each are being constructed at Kudankulam, Tamil Nadu in technical cooperation with the Russian Federation. The two sides are discussing the expansion of bilateral cooperation in peaceful uses of nuclear energy.

(c) to (e) India is in contact with a broad range of NSG countries, including Russia, to enable full civilian energy cooperation with India.

Import of Consumable Medical Devices

1169. SHRIMATI MANEKA GANDHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether consumable medical devices are being brought into the country by foreign companies even though they are not approved for use in the country of their origin;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) No such specific instance have come to the notice of this Ministry.

(b) and (c) There is no separate and independent mechanism other than that stipulated under the provisions of the Drugs and Cosmetics Act to regulate the import of medical devices in general. The Government of India has notified the following medical devices to be covered under the purview of the Drugs and Cosmetics Act, 1940 for exercising regulatory control over them.

1. Cardiac Stents.
2. Drug Eluting Stents.
3. Catheters.
4. Intra Ocular Lenses.
5. I.V. Cannula.
6. Bone Cements
7. Heart Valves.
8. Scalp Vein Set.
9. Orthopedic Implants.
10. Internal Prosthetic replacements.

*[Translation]***Increase in Rates of Power**

1170. SHRI BRAJESH PATHAK: Will the Minister of POWER be pleased to state:

(a) whether the Government is aware of the adverse impact of the continuous increase in the rates of power on the agriculture sector and the common man;

(b) if so, whether the Government has taken or proposes to take any concrete steps to address the said problem;

(c) if so, the details thereof; and

(d) if not, the reason therefor?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (d) As per the provisions of the Electricity Act, 2003 the State Electricity Regulatory Commissions (SERCs) have the powers to fix tariff for sale of electricity to consumers including farmers. In doing so these Commissions are required to be guided by the provisions contained in section 61 of the Act which, inter alia, include the factors which would encourage competition, efficiency, economical use of resources, safeguarding of consumers interests and at the same time ensure recovery of cost of electricity in a reasonable manner. The SERC is required to determine tariff in a transparent way after hearing various stakeholders.

Section 65 of the Act provides that if the State Government requires the grant of any subsidy to any consumer or class of consumers in the tariff determined by the State Commissions, the State Government shall pay to the concerned utility/licensee the full amount required to compensate the grant of subsidy.

Government of India has notified Tariff Policy under the provisions of the Act. The Policy states that extent of subsidy for different categories of consumers can be decided by the State Government keeping in view various relevant aspects. The Policy further states that the subsidised rates of electricity should be permitted only upto a pre-identified level of consumption beyond which tariffs reflecting efficient cost of service should be charged from consumers.

*[English]***Investment in Coal Sector**

1171. SHRI CHANDRAKANT KHAIRE: Will the Minister of COAL be pleased to state:

(a) the amount earmarked for the coal sector for the financial year 2005-06 alongwith the investment made in this sector during the last ten years;

(b) the amount made available as investment in this sector by the Union Government and by way of foreign assistance separately during the said period; and

(c) the target fixed in regard to coal production during the year 2005-06 and the extent to which the target has been achieved?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) to (c) The information is being collected and will be laid on the Table of the House.

*[Translation]***Eradication of Diseases**

1172. SHRI HEMMAL MURMU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any target has been fixed for eradication of Kala-Azar, malaria, Filariasis and Tuberculosis in every State;

(b) if so, the details thereof; and

(c) the number of diseases for which a time frame has fixed for eradication?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) to (c) Yes, Sir. The National Health Policy (2002) envisages to eliminate Kala-azar by 2010, Lymphatic Filariasis by 2015 and 50% reduction of malaria mortality by 2010. Government of India is implementing comprehensive National Vector Borne Diseases Control Programme (NVBDCP) in the entire country for prevention and control of vector borne diseases namely Malaria, Filariasis, Kala-azar, Japanese Encephalitis (JE) and Dengue.

For elimination of Kala-azar, following strategy is being adopted in all the 4 Kala-azar endemic States:-

- Early diagnosis & complete treatment through Primary Health Care System.
- Interruption of transmission through vector control by undertaking residual insecticidal spraying in affected areas.

- Health Education and Community Participation.
- Integrated disease and vector surveillance.

For elimination of Lymphatic Filariasis, following strategy is being adopted in 20 filaria endemic States/UTs:-

- Annual Single Dose Mass Drug Administration with Diethylcarbamazine citrate tablets to entire eligible population living at risk of filariasis.
- Home based morbidity management and scaling up hydrocelectomies in CHCs & PHCs.

MDA was undertaken in 202 districts of 20 States/UTs in 2004. During 2005, MDA was undertaken in 229 districts in 19 States/UTs. The State of Tamil Nadu could not implement the MDA because of unprecedented rain & flood.

In case of Tuberculosis, presently it is not possible to fix any specific target dates for its eradication due to epidemiological situation pertaining to this disease. However, to control TB with an objective to achieve cure rate of 85% of new sputum positive cases and to detect at least 70% of such cases the Revised National TB Control Programme (RNTCP) widely known as DOTS, which is WHO recommended strategy, is being implemented in the country since 1997 in a phased manner. Diagnosis by sputum microscopy instead of X-ray helps in detecting and curing infectious cases on priority. Facilities for diagnosis by sputum microscopy have been decentralized and strengthened. Drugs are provided under observations and patients are monitored so that they complete their treatment. Drugs are provided free of cost in patient-wise boxes. By January 2006, 1083 million (97%) of the population in 620 districts/reporting units is being covered by DOTS strategy. Only 14 districts are yet to implement RNTCP. These are in the final stages of preparation and the entire country will be covered under RNTCP during the financial year 2005-06. The Project districts have reported treatment success rate of more than 85% which means that more than 8 out of every 10 patients put on treatment under the revised strategy are being successfully treated as against below 4 in the earlier Programme. Till date, the RNTCP has placed more than 53 lac patients on treatment thus averting more than 9.5 lac death. Every month more than 1.0 lac patients are placed on DOTS. In 2004 alone, India placed over 11.87 lac cases on DOTS, more than any other country in a single year in the World.

To make the Programme more accessible to larger segments of the population, and to supplement the Government efforts in this direction, emphasis is being given to also involve medical colleges, all general hospitals, private practitioners and NGOs in the programme.

Wind-based Projects

1173. SHRI HANSRAJ G. AHIR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

- whether energy generation from wind-based projects have declined in the country due to irregular wind supply;
- if so, the steps taken or proposed to be taken by the Government in this regard;
- whether indigenous gas is supplied by the Government to these power projects;
- If so, the justification for charging the price of gas so supplied in US currency;
- whether complaints have been received from the States in this regard; and
- if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) No, Sir. Introduction of wind turbines of larger capacities and improved designs in the country are resulting in higher energy generation from wind power projects. Presently, wind energy is the fastest growing renewable energy sector in the country.

- Does not arise.
- No, Sir.
- Does not arise.
- No, Sir.
- Does not arise.

[English]

Dope Testing Facilities

1174. SHRIMATI JYOTIRMOYEE SIKDAR: Will the Minister of YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Indian dope testing facilities do not match the international standards;

(b) if so, the extent to which the Indian facilities fall short of international standards;

(c) the details of international parameters for undertaking dope test;

(d) the present facilities available in the country;

(e) the efforts the Government has made so far to get international accreditation in the matter of dope test and the success achieved in this regard; and

(f) the additional facilities for dope testing proposed in view of the forthcoming Commonwealth Games in 2010?

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): (a) and (b) The Dope Testing Laboratory at Delhi has achieved ISO/IS 9001:2000 on the 12th December 2002 and ISO/IEC 17025:1999 on the 15th September 2003. The facilities at any laboratory of this kind need enhancement of skills/expertise of its human resources and upgradation of its equipment and methods from time to time. Accordingly, the Dope Testing Laboratory has recently been provided with the latest instruments such as the Isotope Ratio Mass Spectrometer (IRMS) and the Liquid Chromatography Mass Spectrometer (LC-MS). The method for testing samples has been standardized in accordance with international criteria.

(c) The World Anti-Doping Agency (WADA) issues guidelines for undertaking international standard testing. WADA also issues lists of prohibited substances every year. DCC incorporates the latest version of International Standards for testing on the basis of WADA guidelines.

(d) The Dope Testing Laboratory has all the required equipment and trained staff to undertake dope testing.

(e) The laboratory applied for permanent accreditation with WADA in 2004. The laboratory has been participating in proficiency testing for quality assurance and inter-laboratory comparisons of the World Association of Anti-Doping Scientists and the College of American Pathologists and has secured the Z score in WADA's proficiency positions. The process of accreditation of the laboratory by WADA has been initiated.

(f) The additional facilities for dope testing during Commonwealth Games 2010 would depend upon WADA accreditation and the nature of requirements projected by the Organizing Committee and WADA. Government have every initiative of ensuring that these requirements are met.

[Translation]

Transportation of Coal by Co-operative Societies

1175. SHRI TEK LAL MAHTO: Will the Minister of COAL be pleased to state:

(a) whether the Government has given contracts to the cooperative societies of displaced/local people for transportation of coal;

(b) if so, the number of such cooperative societies entrusted with coal transportation work by different coal companies during the last three years;

(c) the details of registered cooperative societies which have not been entrusted with coal transportation work till now;

(d) whether the Coal Companies do not provide the level playing field to all the registered Societies; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) No, Sir. However, some coal companies have been giving contracts to co-operative societies of displaced people for transportation of coal.

(b) The number of such Co-operative Societies, which have been transporting coal during the last three years is as under:

Bharat Coking Coal Limited	-	Six
Central Coalfields Limited	-	Three
Other Subsidiaries of CIL	-	Nil

(c) Transportation work has been awarded only to those Co-operative Societies which had participated and secured the contract through tender process. Other societies have not been awarded contracts.

(d) and (e) No preference has been given to any co-operative society. All the registered co-operative societies have to participate in the tender process in order to secure the contract. However, Ex -Servicemen Companies, who are also engaged in coal transportation, are governed by a Memorandum of Understanding (MoU) between Coal India Limited and Director General of Resettlement, and as such, are on a different footing.

Free Distribution of Power

1176. SHRI SHISHUPAL PATLE:

SHRI ASHOK KUMAR RAWAT:

PROF. MAHADEORAO SHIWANKAR:

Will the Minister of POWER be pleased to state:

(a) whether the Union Government is contemplating to formulate a policy to stop free distribution of power by States;

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

(c) the total megawatt of power being distributed free in the country at present;

(d) whether the Union Government has assessed the requirement of power in the current and the next Five Year Plan;

(e) if so, the total megawatt of power required;

(f) whether the amount of investment required for introducing the scheme for distribution and transmission of power has been assessed; and

(g) if so, the details thereof?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) and (b) Government of India has notified Tariff Policy under the provisions of the Act. The Policy states that extent of subsidy for different categories of consumers can be decided by the State Government keeping in view various relevant aspects. But provision of free electricity is not desirable as it encourages wasteful consumption of electricity besides, in most cases, lowering of water table in turn creating avoidable problem of water shortages for irrigation and drinking water for later generations.

(c) At present three States viz. Andhra Pradesh, Punjab and Tamil Nadu are giving free supply of power without any ceiling on consumption to certain categories of consumers. In some other States, free supply of electricity is available to certain category of consumers only upto a very limited level of consumption or connected load. A Statement indicating the States and expenditure involved on free supply of electricity as per available information is enclosed.

(d) and (e) The forecast of electricity demand of the country in terms of Annual Electrical Energy Requirement (AEER) and Annual Peak Electric Load (APEL) was done in the year 2000 by the "16th Electric Power Survey Committee", a National Level Committee of Experts. The long term projections of electricity demand of the country for utilities made by the Committee are as below:-

Year	AEER in MKwh	APEL in Mw
2006-07	719097	115705
2011-12	975222	157107

(f) and (g) Normative financial requirement in various segments of transmission system per MW of generation capacity approximately works out to be:

	(Rs.Crore/MW)
Inter-State Transmission	1.5-2.0 for inter regional capacity 1.0-1.5 for intra-regional capacity
Intra-State Transmission	0.7- 0.8
Sub-Transmission & Distribution	1.7 -2.0

According to the National Electricity Policy it is estimated that an investment of the order of Rs. 9,00,000 crores at 2002-03 price level would be required to finance generation, transmission, sub-transmission, distribution and rural electrification projects till year 2012.

Statement*The names of the States providing free/subsidized supply of electricity*

Sl.No.	Name of the State	Category of supply	Estimated expenditure (per annum)
1.	Karnataka	Economically weaker section Bhagya Jyoti/Kutir Jyoti (where consumption is upto 18 unit per month)	Rs. 112.18 crores
2.	Kerala	Domestic load upto 500 W with monthly consumption up to 20 unit.	Rs.102.35 crores
3.	Punjab	Agricultural pump set consumers and SC domestic consumers upto 300 W and 50 units per month	Rs.1548 crores
4.	Tamil Nadu	Agriculture and hut categories and a portion of tariff for domestic category	Rs.1166 crores
5.	Madhya Pradesh	Agricultural (for SC/ST consumers upto 5 H.P.	Rs.208.04 crores
6.	Andhra Pradesh	Some categories of farmers	Rs.877.58 crores

Family Welfare Programmes

1177. SHRI BRAJESH PATHAK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of the family welfare programmes initiated at the rural level to create awareness among rural masses about the importance of family planning during the last three years till date;

(b) the total amount spent on the implementation of the said family welfare programmes during the said period, State-wise and year-wise;

(c) the achievements made during the said period in respect of the reduction in birth rate, State-wise; and

(d) the amount of expenditure incurred on the advertisement promoting the family welfare programmes during the said period, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF

HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) The Ministry provides funds to States to conduct IEC activities on a wide range of issues concerning raising awareness about family welfare programmes. Through their Action Plans, States conduct a range of activities to raise awareness on family planning. This is done through print and electronic media, radio and inter-personal communication methods.

(b) The total amount released to States/UTs on the implementation of the awareness of the family welfare programmes during the last three years is given in the enclosed Statement-I.

(c) The achievements made in respect to reduction in birth rate, State-wise are given in the enclosed Statement-II.

(d) The detail of expenditure incurred during the period includes releases made to States also. The details of IEC expenditure during the period is as under:-

(Rs. in crores)		
2002-03	2003-04	2004-05
84.00	103.40	139.39

Statement-I

Releases of funds for Information Education & Communication activities in States/UTs during 2002-03, 2003-04 & 2004-05

(Amount in Rs.)

States/UTs	Amount Released 2002-03	Amount Released 2003-04	Amount Released 2004-05
1	2	3	4
A.P.	11761000	21228400	3000000
Goa	1264000	2958200	1964000
Gujarat	11982000	19063400	8780555
Haryana	8978000	12604000	2895000
H.P.	4786000	1828800	2810000
J.K.	3313000	5585200	2510000
Karnataka	10578000	19420400	20336000
Kerala	7689000	11405000	2457164
Maharashtra	14011000	25032600	21353000
Punjab	9757000	16549400	16008000
T.N.	7119000	19274800	14184000
W.B.	4005000	11650400	0
Total	95263000	166800600	96297719
Bihar	0	21800000	0
Chhattisgarh	0	30000000	28042000
Jharkhand	0	0	28000000
M.P.	55404000	21314000	21392000
Orissa	10631000	19153000	25372000

1	2	3	4
Rajasthan	19006000	50638000	0
Uttaranchal	9864000	4763000	0
U.P.	45542000	0	0
Total	139447000	147668000	102806000

U.Ts

A & N	1298000	1521000	1542000
Chandigarh	1278000	1443800	870000
D & D	1488000	1096600	1445140
D & N	1160000	1081800	666000
Delhi	6470000	10341800	5000000
Lakshadweep	0	1761200	1000000
Pondicherry	1468000	2036400	708000
Total	13162000	19282600	11231140

N.E. States

Arunachal Pradesh	1828000	4995400	1252000
Assam	0	4640000	3000000
Manipur	0	5268000	4768000
Meghalaya	3340000	5490600	2085000
Mizoram	4200000	5727600	5228000
Nagaland	4200000	5785200	5286000
Sikkim	1667000	4375400	2912000
Tripura	3618000	5254400	2819000
Total	18853000	41538600	27350000
Grand Total	266725000	375087800	237684859

Statement-II**Crude Birth Rate (CBR)**

Sl.No.	States/Union Territories	1999	2000	2001	2002	2003
1	2	3	4	5	6	7
	All India	26.0	25.8	25.4	25.0	24.8
1	Andhra Pradesh	21.7	21.3	21.0	20.7	20.4
2	Assam	27.0	26.9	27.0	26.6	26.3
3	Bihar	31.5	31.9	31.2	30.9	30.7
4	Chhattisgarh	26.9	26.7	26.5	25.0	25.2
5	Gujarat	25.4	25.2	25.0	24.7	24.6
6	Haryana	26.8	26.9	26.8	26.6	26.3
7	Jharkhand	26.3	26.5	26.2	26.4	26.3
8	Karnataka	22.3	22.0	22.2	22.1	21.8
9	Kerala	18.0	17.9	17.3	16.9	16.7
10	Madhya Pradesh	31.1	31.4	31.0	30.4	30.2
11	Maharashtra	21.1	21.0	20.7	20.3	19.9
12	Orissa	24.1	24.3	23.5	23.2	23.0
13	Punjab	21.5	21.6	21.2	20.8	20.6
14	Rajasthan	31.1	31.4	31.1	30.6	30.3
15	Tamil Nadu	19.3	19.3	19.1	18.5	18.3
16	Uttar Pradesh	32.8	32.8	32.1	31.6	31.3
17	West Bengal	20.7	20.7	20.6	20.5	20.3
18	Arunachal Pradesh	22.3	22.3	22.2	20.2	18.9
19	Delhi	20.3	20.3	18.9	17.2	17.3
20	Goa	14.3	14.3	14.2	14.0	13.9
21	Himachal Pradesh	23.8	22.1	21.2	20.7	20.6
22	Jammu and Kashmir	20.9	19.7	20.2	19.2	18.6
23	Manipur	18.6	18.3	18.3	16.8	15.5

1	2	3	4	5	6	7
24	Meghalaya	28.7	28.5	28.3	25.8	24.7
25	Mizoram	17.0	16.0	15.7	16.9	16.0
26	Nagaland	NA	NA	NA	NA	NA
27	Sikkim	21.6	21.8	21.6	21.9	21.9
28	Tripura	17.0	16.5	16.1	14.9	14.5
29	Uttaranchal	19.6	20.2	18.5	17.0	17.2
30	Andaman and Nicobar Islands	18.1	19.1	16.8	16.8	1 7 . 1
31	Chandigarh	17.9	17.5	16.3	14.6	14.8
32	Dadra and Nagar Haveli	34.2	34.9	29.5	30.4	30.3
33	Daman and Diu	26.9	23.7	22.3	22.4	22.4
34	Lakshadweep	25.1	26.1	20.4	19.3	19.3
35	Pondicherry	17.7	17.8	17.9	17.9	17.5

Source: Sample registration system, RG India

[English]

Royalty on Coal

1178. SHRI CHANDRAKANT KHAIRE: Will the Minister of COAL be pleased to state:

(a) the amount of royalty given to the States for mining of coal and lignite separately; and

(b) the balance of royalty to be paid to Maharashtra for mining of coal?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) The amount of royalty paid to the State Governments for mining of coal and lignite during last three years is given below:-

(i) Coal:

State	(Rs. in Crore)		
	Amount of Royalty Paid		
	2002-2003	2003-2004	2004-2005
1	2	3	4
West Bengal	9.99	9.48	9.31

1	2	3	4
Jharkhand	649.89	743.14	735.89
Orissa	310.10	403.13	460.43
Madhya Pradesh	431.86	501.07	529.63
Chhattisgarh	427.58	491.32	533.47
Maharashtra	258.90	282.01	292.95
Uttar Pradesh	149.31	145.67	159.92
Assam	10.00	14.35	12.71
Andhra Pradesh	278.24	304.40	315.00

(ii) Lignite:

State	(Rs. in Crore)		
	Amount of Royalty Paid		
	2002-2003	2003-2004	2004-2005
Tamil Nadu	93.14	96.02	107.84
Gujarat	29.89	53.68	44.96
Rajasthan	2.39	3.42	2.87

(b) There is no overdue payment on account of royalty to be paid to Maharashtra for mining of coal.

[Translation]

Survey Conducted by NSSO

1179. SHRI KAILASH NATH SINGH YADAV:

PROF. MAHADEORAO SHIWANKAR:

Will the Minister of STATISTICS AND PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether any survey has been conducted by the National Sample Survey Organisation (NSSO) regarding loans provided by the Cooperative Commercial Banks and Non-Institutional Agencies like Sahukars and Mahajans (money lenders) in rural and urban areas during the year 2004-05 as reported in the Rashtriya Sahara dated February 1, 2006;

(b) if so, the details thereof alongwith the percentage of loan out of the total loan provided by the money lenders during the year 2002-03;

(c) whether the Government proposes to increase the number of Commercial Banks and Co-operative Institutions in the rural areas; and

(d) if so, the details of the areas identified for the purpose, location-wise?

THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION (SHRI G.K. VASAN): (a) and (b) The National Sample Survey Organisation (NSSO) in the Ministry of Statistics and Programme Implementation conducted an All-India Debt and Investment Survey as part of 59th round of NSS (Jan-Dec 2003). According to the survey results, the percentage share of money lenders in the total cash borrowings of the households during 1.7.2002 to 30.6.2003 was about 30% for rural areas and about 14% for urban areas. Statement giving percentage share of different credit agencies in cash borrowings of the Households separately for rural and urban population os enclosed.

(c) and (d) In terms of Section 23 of Banking Regulation Act, 1949, commercial banks are required to obtain prior approval of Reserve Bank of India (RBI) for opening a new place of business. Although banks have the freedom to select centres for opening of new branches, RBI, while granting approvals ensures that sanctions include centres in rural areas also. In terms of the current

Branch Authorisation Policy announced on September 8, 2005, banks are actively being encouraged to open branches in underbanked and rural centres. As regards New Private Sector Banks, a condition is stipulated while issuing a license under section 22 of the Banking Regulation Act 1949 that 25% of the branches should be in semi-urban and rural centres. At present, more than 40% of branches of the SBI Group and Nationalised Banks are in rural areas. The annual plans submitted by the banks indicate the plans for opening branches in semi-urban and rural centres also as per the branch authorisation policy. Such proposals are given preferential treatment while granting approvals. Further, it has been observed from the annual branch expansion plans being submitted that banks are showing increased interest in opening branches in underbanked areas including rural centres and small towns. Hence, we may expect greater number of branches to be opened by banks in these centres in the current year.

Statement

Percentage Share of Different Credit Agencies in cash borrowings of the households

Credit Agency	Rural	Urban
1	2	3
Government etc.	2.7	6.2
Co-operative societies/banks	28.0	22.0
Commercial banks etc.	22.7	30.6
Insurance	0.3	1.5
Provident Fund	1.0	3.0
Financial Corporation/Institution	0.6	8.4
Financial Company	0.8	2.5
Other Institutional Agencies	1.0	1.5
All Institutional agencies	57.2	75.8
Land lord	0.6	0.2
Agricultural Money Lender	9.6	0.6
Professional Money Lender	20.6	13.3
Traders	2.9	1.3

1	2	3
Relatives and Friends	7.4	7.0
Doctors, Lawyers etc.	0.2	0.1
Others	1.5	1.7
All Non-Institutional agencies	42.8	24.2
All Agencies	100.0	100.0

Source: Report no. NSS 502, "Household Borrowings and Repayments in India during 1.7.2002 to 30.06.2003"

[English]

FDI in Shipping Sector

1180. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Government has decided to open up the cruise shipping sector for the Foreign Direct Investment (FDI) as part of its efforts to promote tourism;

(b) if so, whether the Government proposes to amend the Merchant Shipping Act to simplify registration procedures for foreign cruise companies;

(c) if so, the details thereof;

(d) whether the High Power Steering Group had been set up to finalise the policy in this regard;

(e) if so, the details thereof and the time by which the decision is likely to be taken to implement its suggestions; and

(f) the extent to which the Government has agreed for FDI in the shipping sector?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Foreign Direct Investment (FDI) is already permitted in Shipping.

(b) No, Sir.

(c) Does not arise.

(d) Yes, Sir.

(e) A High Power Steering Group under the Chairmanship of Hon'ble Minister (Shipping, Road

Transport and Highways) with the Union Minister of Tourism & Culture as Co-Chairperson has been set up to formulate a cruise shipping policy with the objective to make India a major cruise tourism destination for attracting the right segment of foreign cruise tourists and for popularizing cruise shipping with Indian tourists. Details are being worked out to finalize a policy in this regard. However, no time frame can be given.

(f) 100% FDI is already permitted in shipping sector.

[Translation]

Construction of Roads in Bihar

1181. SHRI RAJIV RANJAN SINGH "LALAN":

DR. CHINTA MOHAN:

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

(a) whether 86 crores of rupees meant for construction of roads in Bihar are lying unspent for the last three years;

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

(c) the total amount allocated, released and utilized under the CRF for Bihar during the said period, year-wise; and

(d) the length of road proposed to be constructed in the State from the said amount?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Presumably Hon'ble Member is referring to construction of roads under Central Road Fund (CRF) in Bihar. Funds under CRF for sanctioned works are released based on utilization certificate submitted by Government of Bihar. As reported by State Government of Bihar, the State has utilized Rs.69.50 crore so far under CRF against release of Rs.76.30 crore. Balance Rs.6.80 crore is with State Government for incurring expenditure on sanctioned works.

(c) The total amount allocated, released and utilized under CRF in Bihar since 2000-2001 is given in Statement.

(d) Improvement of an aggregate length of 761 km of roads and construction of 10 bridges have been sanctioned under CRF in Bihar at an aggregate cost of Rs.147.08 crore.

Statement

Year-wise Allocation, Release and Utilisation of CRF Funds

(Rs. in crores)

Year	Allocation	Release	Utilisation
2000-01	25.69	8.56	0.00
2001-02	26.12	0	7.55
2002-03	33.90	23.99	22.77
2003-04	24.49	14.71	14.66
2004-05	21.91	12.90	18.50
2005-06	39.57	16.14	6.02
Total	171.68	76.30	69.50

[English]

Export of Cargo by Ports

1182. SHRI JIVABHAI A. PATEL:

SHRI V.K. THUMMAR:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state the total quantity of cargo exported from different ports during the last three years alongwith the projection for the coming ten years?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): The quantity of cargo exported overseas at all major ports during last three years is given below:

(In million tonnes)

Cargo exported

2002-03	2003-04	2004-05
92.58	109.90	125.36

All the major ports are expected to handle about 615. 70 million tonnes of all kinds of cargo by the year 2011-2012.

Launching of INSAT-4C

1183. SHRI KISHANBHAI V. PATEL:

SHRI ANANTA NAYAK:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to launch INSAT-4C;

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

(c) the sectors likely to be benefited by the launching of the said satellite?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI PRITHVIRAJ CHAVAN): (a) Yes, Sir.

(b) INSAT 4-C is planned for launch onboard India's Geosynchronous Satellite Launch Vehicle (GSLV-F02), by mid 2006.

(c) INSAT 4-C will provide 12 Ku band transponders to be used for Direct-To-Home and VSAT operations.

[Translation]

Increase in User Charges by AIIMS

1184. SHRI MAHESH KANODIA:

SHRI RAGHUNATH JHA:

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

(a) whether AIIMS has increased the user charges for tests and procedures;

(b) if so, whether the poor patients are ignorant of the procedure regarding exemption of charges extended to them by AIIMS;

(c) if so, the corrective measures taken/proposed to be taken by the Government in this regard; and

(d) the number of poor patients treated free by AIIMS during the last three years and the quantum of expenditure incurred thereon, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI PANABAKA LAKSHMI): (a) The user fees and tests and procedures have been rationalized. There is also been some increase in the charges due to increase in the cost of consumables.

(b) and (c) The procedure for exemption of charges to poor patients has been there for quite sometime. Accordingly, the poor patients are aware of the procedure.

(d) The information is being collected and the same will be laid on the Table of the House.

[English]

Power Projects

1185. DR. M. JAGANNATH:

SHRI HANSRAJ G. AHIR:

SHRI SHISHUPAL PATLE:

SHRI VIKRAMBHAI ARJANBHAI MADAM:

SHRI JASHUBHAI DHANABHAI BARAD:

SHRI SANAT KUMAR MANDAL:

SHRI JOACHIM BAXLA:

Will the Minister of POWER be pleased to state:

(a) whether the Union Government has received proposals from various State Governments for setting up and development of power projects during the last three years;

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

(c) the action taken by the Union Government to accord its approval along with the details of agreement, if any, signed in this regard with the States and the funds allocated therefor, State-wise;

(d) whether the Union Government has launched any project with the help of private sector;

(e) if so, the details thereof;

(f) the estimated increase in the generation of power as a result of commissioning of these projects and the time by which these projects are likely to be commissioned;

(g) the number of projects not launched so far and the reasons therefor;

(h) the steps taken by the Union Government in this regard; and

(i) the estimated shortfall of power during 2005-06, State-wise?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (c) As per Electricity Act 2003 enacted on 10.06.2003, the requirement of according Techno-economic clearance by Central Electricity Authority has been dispensed with for thermal generation. However, a generating company intending to set up a hydro-generating station has to prepare and submit the scheme to the Authority for concurrence involving a capital expenditure such sum as may be fixed by the Central Govt. from time to time by notification.

Detailed Project Reports of 22 H.E. Schemes with an aggregate installed capacity of 8631 MW were received in CEA for accord of concurrence after the enactment of the Electricity Act 2003.

State-wise details of H.E. Schemes received in CEA for concurrence are given below:

Sl.No.	State	No. of HE Schemes	Installed Capacity (MW)
1	Jammu & Kashmir	6	2259
2	Uttaranchal Pradesh	3	1163
3	Uttaranchal	6	2286
4	Uttar Pradesh	1	30
5	Chhattisgarh	1	60
6	Andhra Pradesh	1	360
7	Kerala	1	163
8	Sikkim	1	1200
9	Arunachal Pradesh	2	1110
Total		22	8631

Out of these 22 H.E. Schemes received in CEA for concurrence, 11 H.E. Schemes with an aggregate installed capacity of 3236 MW were concurred by CEA, one H.E. Scheme of 1200 MW in Sikkim is under examination and 10 H.E. Schemes with an aggregate installed capacity of 4195 MW were returned to project authorities for resubmission as these did not fulfill the requirements stipulated. Details are given in the enclosed Statement-I.

(d) to (h) The Government has taken an initiative for facilitating the development of five Ultra Mega Power Projects of 4000 MW capacity each under tariff based competitive bidding route. Madhya Pradesh, Gujarat,

Chhattisgarh, Karnataka and Maharashtra are the States in which an ultra mega power project each is envisaged to be set up in the first phase. The total proposed power to be generated from each ultra mega power project is 4000 megawatt. One unit of 800 MW of each project is likely to be commissioned during the XI Plan.

(i) The energy shortage in the country during the financial year 2005-06 (April, 2005 to Jan., 2006) was 8% and peak shortage was 11.6%. State-wise power supply position and peak demand & peak met in the country during the year 2005-06 are given in the enclosed Statement-II.

Statement-I

Detailed Projects Reports - Hydro Electric Schemes received for concurrence after enactment of Electricity Act 2003

Sl.No.	Schemes	Sector	Installed Capacity (MW)	Estimated Cost (Rs. Crs.)	Price Level	Date of Receipt of DPR	Status
1	2	3	4	5	6	7	8
Jammu & Kashmir							
1	Uri-II	Central	240	1695.73	07/2003	08/2003	Concurred on 11.02.2004
2	Nimoo Bazgo	Central	45	583.39	01/2005	12/2003	Concurred on 16.03.2004
3	Sawalkot	State	600	4177.38	12/2000	12/2003	Returned in 02/2004
4	Chutak	Central	44	606.76	01/2005	01/2004	Concurred on 23.04.2004
5	Kishanganga (ROR)	Central	330	2624.36	06/2005	07/2005	Concurred on 31.08.2005
6	Pakal Dul	Central	1000	5577.09	07/2005	08/2005	Returned in 08/2005
Himachal Pradesh							
7	Chamera St-III	Central	231	1364.01	04/2003	06/2003	Concurred on 10.10.2003
8	Parbati St-III	Central	520	2228.41	07/2003	08/2003	Concurred on 12.11.2003
9	Rampur	Central	412	1984.18	03/2005	06/2005	Concurred on 23.12.2003
Uttaranchal							
10	Loharinagpala	Central	600	2417.78	03/2004	07/2004	Concurred on 11.08.2004
11	Tapovan Vishnugad	Central	520	2545.53	03/2004	07/2004	Concurred on 11.08.2004
12	Lata Tapovan	Central	171	640.45	10/2005	07/2005	Concurred on 08.02.2006
13	Pala Maneri	State	480	2446.10	Comp.	07/2005	Returned in 07/2005
14	Kotlibhel- IA	Central	195	1298.49	12/2005	01/2006	Returned in 01/2006
15	Kotlibhel- IB	Central	320	1911.33	12/2005	01/2006	Returned in 02/2006

1	2	3	4	5	6	7	8
Uttar Pradesh							
16	Dhukwan	State	30	170.03	12/2003	10/2005	Returned in 10/2005
Chhattisgarh							
17	Matnar	State	60	313.35	03/2004	07/2004	Concurred on 19.08.2004
Andhra Pradesh							
18	Dummugudem	State	360	2172.30	02/2002	08/2005	Returned in 08/2005
Kerala							
19	Athirappilly	State	163	385.63	2004-05	12/2004	Concurred on 31.03.2005
Sikkim							
20	Teesta St-III	Private	1200	5190.66	06/2005	07/2005	Under Examination
Arunachal Pradesh							
21	Siang Middle	Central	1000	4699.81	08/2003	09/2003	Returned in 09/2005
22	Pare (Dikrong)	Central	110	624.87	12/2005	12/2005	Returned in 01/2006
Total			8631				

Statement-II*Power Supply position in the country as on 31.1.2006***(a) Energy shortages**

State/System/Region	April, 05 to January, 06			
	Requirement (MU)	Availability (MU)	Surplus/Deficit(-)	
			(MU)	(%)
1	2	3	4	5
Chandigarh	1,090	1,088	-2	-0.2
Delhi	18,690	18,387	-303	-1.6
Haryana	20,240	18,503	-1,737	-8.6
Himachal Pradesh	3,552	3,519	-33	-0.9
Jammu and Kashmir	7,252	6,394	-858	-11.8
Punjab	30,893	28,233	-2,660	-8.6
Rajasthan	26,391	25,519	-872	-3.3

1	2	3	4	5
Uttar Pradesh	46,649	36,534	-10,115	-21.7
Uttaranchal	4,280	4,156	-124	-2.9
Northern Region	159,037	142,333	-16,704	-10.5
Chhattisgarh	10,664	10,343	-321	-3.0
Gujarat	47,497	43,537	-3,960	-8.3
Madhya Pradesh	30,362	26,470	-3,892	-12.8
Maharashtra	84,008	69,724	-14,284	-17.0
Daman & Diu	1,099	1,099	0	0.0
Dadra and Nagar Haveli	2,098	2,098	0	0.0
Goa	1,940	1,940	0	0.0
Western Region	177,668	155,211	-22,457	-12.6
Andhra Pradesh	42,629	42,263	-366	-0.9
Karnataka	27,484	27,395	-89	-0.3
Kerala	11,227	11,185	-42	-0.4
Tamil Nadu	44,445	44,312	-133	-0.3
Pondicherry	1,384	1,384	0	0.0
Lakshadweep	20	20	0	0
Southern Region	127,171	126,539	-632	-0.5
Bihar	6,650	6,023	-627	-9.4
DVC	8,280	8,199	-81	-1.0
Jharkhand	3,339	3,210	-129	-3.9
Orissa	12,560	12,409	-151	-1.2
West Bengal	20,630	20,280	-350	-1.7
Sikkim	177	176	-1	-0.6
Andaman Nicobar #	200	139	-61	-30.5
Eastern Region	51,636	50,297	-1,339	-2.6
Arunachal Pradesh	173	171	-2	-1.2

1	2	3	4	5
Assam	3,403	3,197	-206	-6.1
Manipur	439	424	-15	-3.4
Meghalaya	1,169	984	-185	-15.8
Mizoram	192	180	-12	-6.3
Nagaland	357	341	-16	-4.5
Tripura	627	565	-62	-9.9
North-Eastern Region	6,360	5,862	-498	-7.8
All India	521,872	480,242	-41,630	-8.0

Lakshadweep and A & N Islands stand-alone systems, power supply position of these, does not form part of regional requirement and availability

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

(b) Peak shortages

April, 05 to January, 06				
State/System/Region	Peak Demand (MW)	Peak Met (MW)	Surplus/Deficit(-)	
			(MW)	(%)
1	2	3	4	5
Chandigarh	240	240	0	0.0
Delhi	3,722	3,600	-122	-3.3
Haryana	4,333	3,931	-402	-9.3
Himachal Pradesh	788	749	-39	-4.9
Jammu and Kashmir	1,475	1,240	-235	-15.9
Punjab	7,731	6,158	-1,573	-20.3
Rajasthan	5,285	4,671	-614	-11.6
Uttar Pradesh	8,175	6,588	-1,587	-19.4
Uttaranchal	991	857	-134	-13.5
Northern Region	28,154	25,200	-2,954	-10.5
Chhattisgarh	1,889	1,737	-152	-8.0
Gujarat	9,783	7,610	-2,173	-22.2
Madhya Pradesh	6,558	5,136	-1,422	-21.7

1	2	3	4	5
Maharashtra	16,069	12,360	-3,709	-23.1
Daman and Diu	324	324	0	0.0
Dadra and Nagar Haveli	387	387	0	0.0
Goa	354	354	0	0.0
Western Region	31,772	25,257	-6,515	-20.5
Andhra Pradesh	8,224	8,154	-70	-0.9
Karnataka	5,574	5,442	-132	-2.4
Kerala	2,539	2,519	-20	-0.8
Tamil Nadu	7,989	7,865	-124	-1.6
Pondicherry	250	250	0	0.0
Lakshadweep #	6	6	0	0
Southern Region	22,609	21,915	-694	-3.1
Bihar	1,300	1,116	-184	-14.2
DVC	1,441	1,426	-15	-1.0
Jharkhand	669	623	-46	-6.9
Orissa	2,432	2,396	-36	-1.5
West Bengal	4,218	4,111	-107	-2.5
Sikkim	47	45	-2	-4.3
Andaman Nicobar #	40	32	-8	-20
Eastern Region	9,546	9,160	-386	-4.0
Arunachal Pradesh	75	73	-2	-2.7
Assam	733	673	-60	-8.2
Manipur	113	109	-4	-3.5
Meghalaya	266	205	-61	-22.9
Mizoram	76	72	-4	-5.3
Nagaland	90	87	-3	-3.3
Tripura	171	155	-16	-9.4
North-Eastern Region	1,329	1,192	-137	-10.3
All India	91,187	80,631	-10,556	-11.6

Lakshadweep and A & N Islands stand-alone systems, power supply position of these, does not form part of regional peak demand/peak met.

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

[Translation]

Hydel Power Projects

1186. DR. CHINTA MOHAN:

SHRI RAMJI LAL SUMAN:

Will the Minister of POWER be pleased to state:

(a) whether the National Hydro-electric Power Corporation (NHPC) has decided to generate 10,200 megawatt electricity in the country;

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

(c) the project-wise and period-wise details of the projects targeted to be commissioned by the National Hydro-electric Power Corporation during the Tenth Five Year Plan;

(d) the estimated expenditure to be incurred on

the said projects and the sources from which these resources are to be mobilized; and

(e) the additional capacity of power in terms of megawatt likely to be added by these projects?

THE MINISTER OF POWER (SHRI SUSHIL KUMAR SHINDE): (a) to (e) Yes, Sir. As per the capacity addition programme of National Hydro-electric Power Corporation (NHPC), a capacity of 2480 MW is proposed to be added during the 10th Plan (2002-2007) and 7707 MW in the 11th Plan (2007-2012) (total 10,187 MW). Details of the power projects commissioned/taken up/proposed to be taken up by NHPC during the 10th and 11th Plans are given in the enclosed Statement. An investment of about Rs.60,000 crores, is envisaged for implementation of these projects which is proposed to be met from equity/grant/subordinate debt from the Government of India and Internal and Extra Budgetary Resources (IEBR).

Statement**10th Plan Projects (2002-2007)**

Sl.No.	Name of the Project	Installed capacity (MW)	State	Date of Govt. Sanction	Anticipated date of Commissioning	Status
1.	Chamera-II	300	Himachal Pradesh	1.6.99	Commissioned in 2003-04	
2.	Dhauliganga-I	280	Uttaranchal	8.4.91	Commissioned in 2005-06	
3.	Dulhasti	390	Jammu & Kashmir	12.7.89	Expected to be commissioned by July, 2006	Under construction
4.	Teesta-V	510	Sikkim	11.2.00	Expected to be commissioned by February 2007	Under construction
5.	Indira Sagar (Joint Venture with Govt. of M.P)	1000	Madhya Pradesh	28.3.02	Commissioned during January 2004 - March, 2005	
Total of X Plan		2480				

11th Plan Capacity Addition

Sl.No.	Name of the Project	Installed capacity (MW)	State	Date of Govt. Sanction	Anticipated/ scheduled date of Commissioning	Status
Ongoing Projects						
1.	Parbati-II	800	Himachal Pradesh	11.9.02	Sept.09	Under Construction
2.	Sewa-II	120	Jammu & Kashmir	9.9.03	Sept. 07	
3.	Teesta Low Dam -III	132	West Bengal	30.10.03	March 08	
4.	Subansiri Lower	2000	Arunachal Pradesh	9.9.03	Sept. 10	
5.	Uri-II	240	Jammu & Kashmir	1.9.05	Nov. 09	
6.	Chamera-III	231	Himachal Pradesh	1.9.05	Aug. 10	
7.	Teesta Low Dam-IV	160	West Bengal	30.9.05	Sept.09	
8	Parbati-III	520	Himachal Pradesh	9.11.05	Nov.10	
9	Omkareshwar (Joint Venture project with Govt. of M.P)	520	Madhya Pradesh	29.5.03	Feb. 08	
Other Projects in the Pipeline						
1	Nimoo Bazgo	45	Jammu & Kashmir	2005-06	2009-10	Awaiting investment approval
2	Chutak	44	Jammu & Kashmir	2005-06	2010-11	
3	Siyom*	1000	Arunachal Pradesh	2006-07	2011-12	Detailed Project Report (DPR) under examination in Central Electricity Authority
4	Lakhwar Vyasi*	420	Uttaranchal	2006-07	2010-11	DPR under preparation
5.	Teesta-IV	495	Sikkim	2007-08		DPR under preparation
6.	Kotli Bhel-IA	240	Uttaranchal	2007-08	2011-12	DPR submitted to CEA on 3.1.06
7	Kotli Bhel-IB	280	Uttaranchal			DPR submitted to CEA on 30.1.06
8	Kotli Bhel-II	440	Uttaranchal			DPR under preparation
9.	Bav-II	20	Maharashtra	2006-07	2010-11	DPR under preparation
Total of XI Plan		7707				

* Siyom HEP (1000 MW) and Lakhwar Vyasi HEP (420 MW) are likely to slip from XI Plan.

12.01 hrs.

PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): On behalf of Shri T.R. Baalu, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mumbai Port Trust (Erstwhile Bombay Dock Labour Board), Mumbai, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Mumbai Port Trust (Erstwhile Bombay Dock Labour Board), Mumbai, for the year 2004-2005.

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

[Placed in Library. See No. L.T. 3713/2006]

- (3) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Calcutta Dock Labour Board, Kolkata, for the year 2004-2005, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Calcutta Dock Labour Board, Kolkata, for the year 2004-2005.

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

[Placed in Library. See No. L.T. 3714/2006]

- (5) A copy of the Annual Accounts (Hindi and English versions) of the Tariff Authority of Major Ports, Mumbai, for the year 2004-2005, together with Audit Report thereon under sub-section (2) of section 103 of the Major Port Trusts Act, 1963.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the Audited

Accounts of the Tariff Authority of Major Ports, Mumbai, for the year 2004-2005.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. L.T. 3715/2006]

...(Interruptions)

MAJ. GEN. (RETD.) B. C. KHANDURI (Garhwal): Sir, in today's List of Business, at two places the hon. Ministers' are giving reasons for late submission. ...*(Interruptions)* At one more place the hon. Minister is correcting his reply. This shows that the Government is not functioning properly. ...*(Interruptions)*

THE MINISTER OF PANCHAYATI RAJ AND MINISTER OF YOUTH AFFAIRS AND SPORTS (SHRI MANI SHANKAR AIYAR): I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2003-2004, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lakshmibai National Institute of Physical Education, Gwalior, for the year 2003-2004.

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

[Placed in Library. See No. L.T. 3716/2006]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): On behalf of Shri Vilas Muttemwar, I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619 A of the Companies Act, 1956:-

- (1) Review by the Government of the working of the Indian Renewable Energy Development Agency Limited, New Delhi, for the year 2004-2005.
- (2) Annual Report of the Indian Renewable Energy

Development Agency Limited, New Delhi, for the year 2004-2005, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. L.T. 3717/2006]

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): I beg to lay on the Table:-

(1) A copy each of the following Notifications (Hindi and English versions) under section 10 of the National Highways Act, 1956:-

- (i) S.O. 121 (E) published in Gazette of India dated the 29th January, 2002 authorising Additional District Magistrate (Land Acquisition) Bhilwara District, Rajasthan to acquire land for widening of National Highway No. 79 including construction of bypass in the State of Rajasthan.
 - (ii) S.O. 141 (E) published in Gazette of India dated the 7th February, 2003 making certain amendments in the Notification No. S.O. 121 (E) dated the 29th January, 2002.
 - (iii) S.O. 335 (E) to S.O. 337 (E) published in Gazette of India dated the 18th March, 2005 regarding acquisition of land for building of different stretches of National Highway No. 76, in the State of Rajasthan.
 - (iv) S.O. 873 (E) published in Gazette of India dated the 22nd June, 2005 regarding acquisition of land for public purpose of building (four-laning) of National Highway No. 76 in the State of Rajasthan.
 - (v) S.O. 1687 (E) and S.O. 1688 (E) published in Gazette of India dated the 5th December, 2005 regarding acquisition of land for widening of different stretches of National Highway Nos. 21 and 22 including construction of bypasses, in the State of Punjab and Haryana.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (i to iv) of item No. (1) above.

[Placed in Library. See No. L.T. 3718/2006]

[English]

MR. DEPUTY SPEAKER: Item No.6 -Prof. Vijay Kumar Malhotra – not present.

Dr. M. Jagannath – not present.

12.02½ hrs.

BUSINESS ADVISORY COMMITTEE

Twenty-second Report

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): I beg to present the Twenty-Second Report of the Business Advisory Committee.

12.03 hrs.

STATEMENT BY MINISTER

Correcting reply to Unstarred Question No. 389 dated 22.02.2006 regarding Indian stake in Syrian Oil Field

[English]

*THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI E. AHAMED): I invite attention to the reply given to the Lok Sabha Unstarred Question No. 389 replied on 22nd February, 2006 regarding Indian Stake in Syrian Oil Field. The correct reply is reproduced below:

- (a) The matter was raised informally by the US.
- (b) The U.S. asked that the investment be reconsidered in view of Syria's regional policies.
- (c) No, Sir.
- (d) Does not arise.
- (e) Does not arise.

As soon as this inadvertent mistake came to notice, steps have been taken to correct the reply. ...*(Interruptions)*

SHRI P.C. THOMAS (Muvattupuzha): The action

* [Placed in Library. See No. L.T. 3719/2006]

which has been taken is not stated in this answer also.
...(Interruptions)

SHRI E. AHAMED: This is a reply to an Unstarred Question. Therefore, no oral answer is required. I have submitted my reply as soon as this inadvertent mistake was brought to my notice. ...(Interruptions)

A Minister has every right to correct his answer. Even as per Direction 16A of the hon. Speaker, the Minister has a right to correct his reply. ...(Interruptions) For the last five terms I have been a Member of this House. ...(Interruptions) This is for the first time you are telling me that correcting the answer is not correct. ...(Interruptions)

12.05 hrs.

CONSTITUTION (ONE HUNDRED AND FIFTH
AMENDMENT) BILL, 2006*

[English]

MR. DEPUTY SPEAKER: Now, we will take up Legislative Business. Item number 8. Shri Shivraj V. Patil.

...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNGI): The hon. Minister of Home Affairs is in Rajya Sabha and he is responding to the matter there. ...(Interruptions)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): Mr. Deputy Speaker, Sir, on behalf of Shri Shivraj V. Patil, I beg to move for leave to introduce a Bill further to amend the Constitution of India.

[English]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

The motion was adopted.

[Translation]

SHRI MANIKRAO HODLYA GAVIT: Sir, I introduce the Bill.

12.06 hrs.

SUBMISSION BY MEMBERS

- (i) **Re : Landmine explosion by naxalites killing several Adivasis in Dantewara district, Chhattisgarh and relief measures for the families of victims**

[Translation]

MR. DEPUTY SPEAKER: Shri Ramji Lal Suman.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: I will give you time. Please take your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: I will try to accommodate you. Please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: I will give time one by one to you. It is not possible for me to hear everyone at the same time. Please take your seats.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: Nothing will go on record except points made by Shri Ramjilal Suman.

(Interruptions)...*

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Deputy Speaker, Sir, naxalite activities are increasing rapidly all over the country. Naxalite activities are going on in 13 states of India. Discussion has been held on this in the house and house as a whole has expressed its concern about this. The main reasons for this are economic as well as social but I am very sorry to say that the Government of India did not make any effort in spite of a meaningful discussion in the house what was needed. Even the Home Minister himself has admitted that the money required to be spent on measures to fight against naxalism, has not been spent.

*Published in the Gazette of India Extraordinary, Part II, Section - 2 dated 1-3-2006

* Not recorded.

60 people died in a deadly landmine blast occurred near Darbhaguda villages of Dantevada district in Chhattisgarh yesterday. All of them were tribals. About one hundred and twenty five people have been kidnapped and dozens of people got injured. It is a very serious incident. All the people who got dead are tribals and they have been given only a little amount. The role of the Government of Chhattisgarh in this is zero. It is demand of morality that the Chief Minister of Chhattisgarh should resign. The Chief Minister of Chhattisgarh has no right to stay on the post even for a moment. *...(Interruptions)* If any state can not save life of the people then there is no justification to stay on the post of Chief Minister. *...(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Your point has come on record. Please sit down. Shri Ajit Jogi to speak now.

...(Interruptions)

MR. DEPUTY SPEAKER: I have requested Shri Ajit Jogi to speak.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: Nothing will go on record except points made by Ajit Jogi ji.

*(Interruptions)...**

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, my appeal to the hon. Members from the BJP is that since the hon. Deputy Speaker has allowed Shri Ajit Jogi to speak, he may please be allowed to speak. He is in a difficult situation. *...(Interruptions)*

[Translation]

SHRI AJIT JOGI (Mahasmund): Pandeyji, let me speak first then you may speak. *...(Interruptions)* This is not the way.

SHRI PRIYA RANJAN DASMUNSI: Let Shri Ajit Jogi speak first. *...(Interruptions)*. He is not capable to sit in his place. He is on wheel chair. Let him speak. *...(Interruptions)*

* Not recorded.

[English]

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You all sit down please. All the hon'ble Members who have given notice, will be given an opportunity to speak after Shri Ajit Jogi. Shri Ajit Jogi himself hails from that state and from that constituency.

...(Interruptions)

SHRIMATI KARUNA SHUKLA (Janjgir): Shri Jogi hails from that state but not from that constituency.

MR. DEPUTY SPEAKER: Shri Jogi hails from that state that is why he has been given opportunity to speak.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Question Hour is over. This is 'Zero Hour'.

...(Interruptions)

MR. DEPUTY SPEAKER: Except the speech of Shri Jogi, nothing should be recorded.

*(Interruptions)...**

[Translation]

SHRI AJIT JOGI: Mr. Deputy Speaker, Sir, a deadly incident occurred in Chhattisgarh yesterday. *...(Interruptions)* I am not speaking against you. It is not a political matter. It has to be heard cutting across political lines. It is a national problem, therefore let me speak. It is not a problem of today. Yesterday, a deadly incidence occurred in Chhattisgarh. About one hundred innocent tribals have been victimized by the naxalism. They were killed mercilessly. More than one hundred people have been kidnapped. This incident occurred in Konta region situated on the boundary of Chhattisgarh. I want to make only two submissions in this regard. The first thing is that naxalism is growing in red corridor area encompassing from Nepal to Arabian Sea. According to my mind, this naxalism has become the most dreadful and terrible problem of the country. Therefore, now it has to be seen as a national problem. It can not be solved by bullets. We should

* Not recorded.

consider it as a social and economic problem. We have to evolve a political solution of this altogether. My first submission is that let us consider on this incident cutting across party lines and take it as a national problem and a solution be evolved by making coherence in the country as a whole. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Silence please.

[Translation]

SHRI AJIT JOGI: Sir, there is one more point. The Central Government has provided all help the State Government required. CRPF, Naga battalion of CISF, helicopters and arms have been made available. In spite of all this, the problem is not coming to an end.

Lastly I would like to say that movement named Salva Judum is being launched in this region which means a kind of Public awakening 'Jan Jagaran'. No one is against this Public awakening but in the name of public awakening we cannot hand over these unarmed Tribals to the Naxalite. On the day of such public awareness campaign, there should be sufficient arrangements for providing protection to the Tribals. Any Salva Judum where there is no arrangement for providing protections to these people should not be allowed otherwise thousands people may be killed. ...*(Interruptions)*

DR. LAXMINARAYAN PANDEY (Mandsaur): Mr. Deputy Speaker, Sir, the Naxalite problem is becoming very grave. ...*(Interruptions)* A large number of Tribal people were recently blown away in a land mine blast in Dornapal near Chhattisgarh.

SHRI AJIT JOGI: This type of atrocity should not be allowed to continue and unarmed tribal people should not be left to die in this way. The State Government is solely responsible for this. Therefore State Government should be dismissed. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Have you concluded. Thank you.

DR. LAXMINARAYAN PANDEY: Mr. Deputy Speaker, Sir, as per the reports received in this regard there is a place called Dornapal between Jagdalpur and Konta, where naxalites laid land mines and a truck loaded with the Tribal people coming to this direction was blown to pieces by the land mine. According to the news published

in the newspapers the death toll was 53, but more than 100 Tribals have died and hundreds of Tribal people were taken hostages by the naxalites.

This problem is not an ordinary problem. This matter has been discussed earlier also. This incidence took place, somewhere between Bhadrachalam and Jagdalpur. This is a dense forest area and in this area there is no means of Transport available. This attack took place when tribals were coming back from attending a function. ...*(Interruptions)* Therefore, there is tension in the entire area.

[English]

SHRI TATHAGATA SATPATHY (Dhenkanal): Sir, our State is also affected by the naxalite problem. ...*(Interruptions)*

[Translation]

DR. LAXMINARAYAN PANDEY: Although State Government has made sufficient arrangements, but in a report received from the State Government it has been said that a collective task force should be formed and Central Government should extend it's full cooperation to solve this problem.

I want that Central Government should take the problem seriously so that such type of incident does not reoccur frequently. ...*(Interruptions)* This is now a national problem.

SHRI KHARABELA SWAIN (Balasore): Just now he said that Government should be dismissed. ...*(Interruptions)*

[English]

SHRI AJOY CHAKRABORTY (Basirhat): Sir, I have given notice on a very important issue. Please allow me to speak for one minute. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Next is Shri Ajoy Chakraborty, but you are allowed only one minute to make your submission.

...*(Interruptions)*

SHRI AJOY CHAKRABORTY: Mr. Deputy Speaker, Sir, I would like to draw the attention of the august House, through you, towards a serious and shocking incident that took place yesterday in Chhattisgarh. The 'adivasi' people were going to attend a function in a truck, and the Maoist Extremist Groups attacked them. ...*(Interruptions)* As a

result of this attack more than 100 tribal people succumbed to their injuries, and several others have been admitted to the Bhadrachalam hospital in Andhra Pradesh. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Hon. Members Shri Ajoy Chakraborty, Shri Basu Deb Acharia, Shri Prabodh Panda, Shri Tarachand Sahu, Shri Mohan Singh, Shri Madhusudan Mistry, Shrimati Pratibha Singh, Shrimati Karuna Shukla, Shri Devendra Prasad Yadav, and Shri Ram Kripal Yadav have been associated.

...*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura): Sir, I have just one point to make in the House. Kindly give me an opportunity to speak on this issue. ...*(Interruptions)*

12.18 hrs.

(At this stage Shrimati Karuna Shukla and some other Hon. Members came and stood on the floor near the Table.)

SHRI AJOY CHAKRABORTY: Sir, it is a shameful matter that the State Government failed to give adequate protection to the tribal people. We are talking about upliftment of the tribal people, and to bring them in the mainstream of the country. ...*(Interruptions)* They were killed or should I say brutally murdered, and the State Government has failed to give them adequate protection. ...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, I want to make a point. ...*(Interruptions)*

SHRI AJOY CHAKRABORTY: Therefore, through you, I urge the Government of India, particularly, the Home Ministry that the hon. Home Minister should come to the House and make a statement on this issue. He should assure this august House that, henceforth, adequate protection will be given to the tribal and downtrodden people of the country. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing is to be recorded.

*(Interruptions)...**

[Translation]

MR. DEPUTY SPEAKER: I have called a member of your party Rao ji, please sit down. Please sit down.

* Not recorded.

...*(Interruptions)*

12.19 hrs.

(At this stage Smt. Karuna Shukla and some other hon. Members went back to their seats.)

[English]

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

SHRI AJOY CHAKRABORTY: We should ensure that no such incident takes place in the future. Therefore, I demand, through you, that the hon. Home Minister should come and make a statement in the House, and assure the House. ...*(Interruptions)*

SHRI P. KARUNAKARAN (Kasargod): Sir, I have to raise a very important issue concerning the State of Kerala. ...*(Interruptions)*

SHRI K. FRANCIS GEORGE (Idukki): Sir, I have given a notice to raise a very grave issue concerning the State of Kerala. Therefore, I should be allowed to raise the matter in the House. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

...*(Interruptions)*

SHRI P.C. THOMAS (Muvattupuzha): The issue regarding Kerala is a very serious one. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please sit down.

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Sir, Members from Chhattisgarh should be given a chance to speak. ...*(Interruptions)*

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Sir, innocent people of Chhattisgarh are being made to fight with naxlites. Tribal people are being attacked under some conspiracy. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

* Not recorded.

[English]

MR. DEPUTY SPEAKER: Please sit down.

[Translation]

SHRI MADHUSUDAN MISTRY (Sabarkantha): We demand resignation of their Government. ...(Interruptions)

PROF. VIJAY KUMAR MALHOTRA: If any one is to resign then it is the Minister of Home Affairs. ...(Interruptions)

[English]

SHRI BASU DEB ACHARIA: Sir, you call one by one all those Members who have given the notices. ...(Interruptions)

MR. DEPUTY SPEAKER: Nothing should be recorded.

(Interruptions)...*

MR. DEPUTY SPEAKER: Please go to your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing should be recorded.

(Interruptions)...*

MR. DEPUTY SPEAKER: Now, I call Shrimati Karuna Shukla.

[Translation]

SHRIMATI KARUNA SHUKLA: Sir, yesterday in Kanta near Chhattisgarh the naxalites did. ...(Interruptions)

MR. DEPUTY SPEAKER: I have got 16 names of the speakers who want to speak on this issue. Kindly tell me how it is possible for me to call all of them to speak in Zero hour.

[English]

It is not possible for me to call everybody.

...(Interruptions)

[Translation]

SHRI MOHAN SINGH (Deoria): You may read all the names. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Please sit down.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: I have associated all of them.

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA: Sir, you call at least one Member from each Party. ...(Interruptions)

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Deputy Speaker, Sir, kindly associate all of us.

MR. DEPUTY SPEAKER: That I have already done.

...(Interruptions)

SHRIMATI KARUNA SHUKLA: Mr. Deputy Speaker, Sir, yesterday in Dantewada District near Konta. ...(Interruptions) Members from Chhattisgarh should also get an opportunity to speak. ...(Interruptions) We are facing naxalite problem. There is no relevance here as such to talk about Bihar. Don't speak about Bihar always. ...(Interruptions) Members from Chhattisgarh should be allowed to speak about Chhattisgarh. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Madam. You should address the Chair and not any individual Member.

[Translation]

SHRIMATI KARUNA SHUKLA: Yesterday, the meeting of Salwa Judum, an organisation of our tribal brothers & sisters was over peacefully in district Dantewara near Konta. When they were returning, the nexalites had laid the mines and planned to blow the trucks. Before my speech the Congress M.P. Shri Ajit Jogi, who represents Mahasamund constituency, started his speech with the words that this incident should not be viewed from a political angle and ended his speech with the words that the Chhattisgarh Government should be dismissed. Out of the 11 Members of Parliament from the Chhattisgarh the

* Not recorded.

lone congress MP talks about the dismissal of Chhattisgarh Government whereas Chhattisgarh has been formed with the gift of Naxalite problem and the past congress Government of this state had aggravated this problem our Chief Minister Dr. Raman Singh is doing developmental work and he is doing a good work. Salwa Judum is a programme organized by Tribal people themselves. This is not a state sponsored programme and the leader of opposition Shri Mahendra Sharma is supporting this movement. *...(Interruptions)* A woman should be allowed to speak *...(Interruptions)* Mr. Deputy Speaker Sir, they are not allowing a woman to speak.

In my constituency also naxalist movement is spreading its tentacles. Salwa Judum is a movement started by the tribal people together peacefully not by the Government and Jogi ji is talking about stopping this movement. Salwa means peace and Judum means together unitedly establish peace.

The Home Minister is present here. I am saying again that this is not the problem of Chhattisgarh alone, this is a national problem. *...(Interruptions)*

There are borders of Andhra Pradesh, Orissa, Jharkhand. Please form a national policy by consulting everybody. When you came to Raipur you had a meeting with MPs and then I had said to treat this as a national problem and constitute a task force. There are miles of forest area where there are Kuchha roads. Mines are laid on these roads. You should send military there to detect the mines and remove them. You have provided a Helicopter a Naga battalion and CRPF. But they have not been able to solve the problem. If Naxalites are driven out from Chhattisgarh, they go to Andhra, from Andhra they go to Orissa and from Orissa they again come back to Chhattisgarh. This should be treated a national problem and the congress party should not treat it as a political issue.

The Chief Minister Dr. Raman Singh who belongs to Bhartiya Janata Party has achieved new milestones of development which was not achieved by his predecessors. This is the problem of the whole country. Hon'ble Home Minister, Central Government should help the state get rid of this problem. This is deplorable and terrible and we pay our homage to the innocent tribals killed by Naxalites.

40 Naxalits have been admitted in Bhadrachalam Hospital. We are ready to go there and serve them. *...(Interruptions)*

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Deputy Speaker, Sir, I also associate myself with her. *...(Interruptions)*

[English]

SHRI BASU DEB ACHARIA: Sir, what happened yesterday in Chhattisgarh was not an isolated incident. Such incidents have been occurring in a number of States for the last several years. We discussed this problem in the last Session in this very House.

Hon. Home Minister also replied to the debate when we had the discussion in this House. What is required is not only the problem of one State, several States are involved. Even in some parts of the three districts of our State, West Bengal, these activities are going on. We are tackling this situation both at administratively and at the political level. Though this problem is not so much in the State of West Bengal but still we are facing some problem. What is needed is the coordinated approach and the assistance from the Central Government. We should consider this problem as a national problem. We will have to tackle this problem collectively. This corridor is starting from Nepal. We welcome the Communist Party of Maoists of Nepal. Now, they are coming into the mainstream. They are demanding a multi-party democracy in Nepal. We welcome the communist Now, there is a change not only in the approach but also in the attitude. But these activities are taking place in a number of States. So, we will have to seriously think over it and in a concerted way and in a coordinated manner, we will have to collectively erase this menace in this country. *...(Interruptions)*

SHRI KINJARAPU YERRANNAIDU (Srikakulam): This is a very important issue. *...(Interruptions)*

MR. DEPUTY SPEAKER: I will take it up later.

...(Interruptions)

[Translation]

SHRI MOHAN SINGH: Mr. Deputy Speaker, Sir, this heart rending incident should be strongly condemned by the whole House in one voice. This is a very unfortunate incident. *...(Interruptions)*

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, you should give an opportunity to the members of each party. Earlier you had said that. *...(Interruptions)*

MR. DEPUTY SPEAKER: I am giving opportunity to all the members who have given notices.

...(Interruptions)

SHRI PRABHUNATH SINGH: What is this? You should give opportunity to members of all parties. ...*(Interruptions)*

SHRI MOHAN SINGH: Mr. Deputy Speaker, Sir, we should condemn this incident in one voice. The House may make an appeal to the Government that the people. ...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad): Mr. Deputy Speaker, Sir, please arrange a discussion on this issue. ...*(Interruptions)*

MR. DEPUTY SPEAKER: I have notices of several members. It will be difficult for me to call all the members.

...(Interruptions)

SHRI PRABHUNATH SINGH: You should give time to leader of each party. ...*(Interruptions)* House can have a debate on this issue. ...*(Interruptions)*

MR. DEPUTY SPEAKER: At first you should listen to what I am saying.

...(Interruptions)

SHRI PRABHUNATH SINGH: We hear what you are saying but you will not hear what we are saying. ...*(Interruptions)* Are we sitting here only to hear? We are hear also to say something. ...*(Interruptions)*

MR. DEPUTY SPEAKER: I will listen to you but first you have listen to me. I have no objection for a discussion on this issue. You all may give notices for discussion on this issue.

...(Interruptions)

SHRI MOHAN SINGH: Mr. Deputy Speaker, Sir, I am saying that we should collectively deplore such an incident. This is a fact that this is a national problem. ...*(Interruptions)* All parties should put collective efforts for solving the question. ...*(Interruptions)* Resignation of a Chief Minister or Home Minister will not solve the problem Government of India should give compensation to the families of the tribals killed. Arrangement of medicines should be made for the persons admitted in Hospitals. ...*(Interruptions)*

MR. DEPUTY SPEAKER: If you all will give notice, the House will discuss this issue.

...(Interruptions)

SHRI MOHAN SINGH: The Government of India should send a team for proper security of these tribal people. I want that Hon'ble Home Minister make a statement on this important issue so that the House will also become aware of the whole situation and the steps being taken by the Government in this regards?

MR. DEPUTY SPEAKER: If you give notice then House will discuss this matter.

...(Interruptions)

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, the Home Minister is sitting here. He should make a statement. ...*(Interruptions)*

SHRI RAMKRIPAL YADAV (Patna): Mr. Deputy Speaker, Sir, when you are giving time to the members of all parties then why are you not giving time to us? ...*(Interruptions)*

MR. DEPUTY SPEAKER: You should give notice for discussion on this issue.

...(Interruptions)

[English]

SHRI BASU DEB ACHARIA: The hon. Home Minister should respond. ...*(Interruptions)*

[Translation]

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, Hon'ble Home Minister is sitting here. ...*(Interruptions)*

SHRI RAMKRIPAL YADAV: Mr. Deputy Speaker, Sir, objection of my party should also be recorded. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Mr. Deputy Speaker, Sir, please give an opportunity to Shri Devendra Prasad Yadav ji to speak on this issue. ...*(Interruptions)*

SHRI RAMKRIPAL YADAV: No member from our party has been given the opportunity to speak. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please take your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Devendra Prasad Yadav Ji, your notice has not been received.

...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: Mr. Deputy Speaker, Sir, I have given notice.

MR. DEPUTY SPEAKER: I do not have any notice.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker Sir, we have also given our notices.

MR. DEPUTY SPEAKER: I have not received even your notice. I have not received any such notice.

...(Interruptions)

MR. DEPUTY SPEAKER: You have given your slip right now. Your notice has been received just now. Should I decide right now?

...(Interruptions)

SHRI RAM KRIPAL YADAV: Sir, our issue is very important.

SHRI HARIN PATHAK: You are supposed to give notice at 10 A.M. ...(Interruptions)

SHRI RAM KRIPAL YADAV: Prabhunath Singh Ji, you are senior enough. ...(Interruptions) Please take your seat. We are not at your grace. Please don't advise, sit down. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Ram Kripal Yadav Ji, you first go to your seat.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: All of you please go to your seats. Prabhunath Singh Ji you may express your views after Devendra Ji.

SHRI PRABHUNATH SINGH: If you call him without notice, then you will have to give opportunity to all the parties. ...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: My notice is there, I have given notice. ...(Interruptions) what are you talking about? ...(Interruptions)

[English]

SHRI HARIN PATHAK: They should send the notice before 10.00 a.m. ...(Interruptions) I am also a senior member.

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Mr. Deputy Speaker, Sir, please give opportunity to speak to all parties. ...(Interruptions)

SHRI KASHIRAM RANA (Surat): Mr. Deputy Speaker, Sir, you please follow the rules. Priority should be given to those who have given notice before 10 O'clock. ...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: My name has been called by the Chair. ...(Interruptions)

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, I have stood to speak in the issue as you have called my name. ...(Interruptions)

MR. DEPUTY SPEAKER: I had called you over the matter raised by Devlal Ji but you have made the issue more complicated. Let Shri Devendra Prasad Yadav speak for two minutes.

SHRI PRABHU NATH SINGH: Mr. Deputy Speaker, Sir, we have given notice over the issue raised by Devlal Ji but if you call any body without notice you will have to call leader of every party. I stood to speak over the issue raised by Devlal Ji but even thereafter, I will speak on this matter also. ...(Interruptions)

MR. DEPUTY SPEAKER: You may speak after Devendra Ji. I do have his notice.

...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: Prabhunath Singh Ji you may please speak after me. ...(Interruptions)

SHRI PRABHUNATH SINGH: If you call any body without notice. ...(Interruptions)

SHRI DEVENDRA PRASAD YADAV: I have given notice, what are you talking about? ...(Interruptions) I have given notice and my name has been called by the chair. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: The House stands adjourned to meet at 12.45 p.m.

12.40 hrs.

The Lok Sabha then adjourned till forty-five minutes past Twelve of the Clock.

12.48 hrs.

The Lok Sabha re-assembled at forty-eight minutes past Twelve of the Clock.

(MR. DEPUTY SPEAKER in the Chair)

(I) **Re: Landmine explosion by naxalites killing several Adivasis in Dantewara district in Chhattisgarh and relief measures for the families of victims. ...contd.**

MR. DEPUTY SPEAKER: Now, Shri Devendra Prasad Yadav, Kindly finish your submission within two minutes.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Deputy Speaker, Sir, the incident of Chhattisgarh is really very painful. No words of this august House would suffice to condemn such an incident. Naxalism has become a national problem now. It is not a problem of Chhattisgarh only that 100 helpless Adivasis have been killed by the naxalites and many people have been made hostages. Naxalism has become quite prevalent in Andhra Pradesh, Jharkhand, Bihar, partially in West Bengal & Chhattisgarh. Naxalite problem is very vital in A.P., Naxalite attacks are going on in Bihar too. Entire North India has been affected by naxalite activities carried out in Nepal. In this way it has become a national Problem. Therefore the affected states should make joint efforts. Whether by the union or state Govt. initiative, a joint operation should be launched to find out the root cause of the problem. Earlier too while speaking in the House I had said that the economic inequality in the society has been increasing considerably which lead to such violent incidents. Whether it is an incident of Salva-Judum or same other incident else. We should take serious consideration of those who talk about keeping themselves and the police behind the scene and putting the common masses in front of the picture. I think the inability of the Government is evident in such incidents, when the authorities had the information that naxalites

were planning to target the helpless people why they did not take any appropriate action. ...*(Interruptions)* It is being said that the helicopter & CRPF Jawans provided to State Government for safety were not sufficient. The hon'ble MP of the area said that it is the responsibility of the state Government to take precautionary measures under the constitution, it is duty of the state as well as union Govt. to provide security and to arrange for safety of citizens. If such kind of incidents continue to occur there then the Union Government can impose Article 356 or 355 on the State Government. ...*(Interruptions)* This is a matter of law and order. ...*(Interruptions)**

MR. DEPUTY SPEAKER: You please sit down. Nothing is being recorded.

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Deputy Speaker, Sir, it is not good to play politics on the issue of tribal killings. ...*(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad): Naxalities are killing people everyday in Andhra Pradesh, they do not take such action over there. ...*(Interruptions)*

[English]

Everyday people are killed in Andhra Pradesh. What are you doing about it? You are supporting the Government there; you withdraw your support. Please do not play politics. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing should be recorded.

...*(Interruptions)**

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Hon'ble Deputy Speaker, Sir, hon'ble Devendra Ji had made a very true statement in the beginning, saying that the problem of Naxalism, be it in Andhra Pradesh, West Bengal, Orissa or Chhattisgarh, is a problem related to internal security and we should think over this problem by raising ourselves above the party lines and as a united nation – this is absolutely correct. But when hon'ble Devendra Ji brought politics into this, it became clear that his intention was not good and was influenced by politics. His intention is more to play politics than to relate with the national problem.

* Not recorded.

Mr. Deputy Speaker, Sir, we all must condemn the incident that has taken place in Chhattisgarh and the entire House should unitedly find a solution to this problem. Hon'ble Home Minister is sitting here. It has been published in a few newspapers in Bihar and Hon'ble Prabhunath Singh Ji as well as Raghunath Jha Saheb have been named in the news. Some people who have been arrested have revealed that these people were at the target of the Naxalites therefore, hon'ble Home Minister should seriously consider this issue and make this House aware of all kinds of facts in this regard.

[English]

SHRI PRASANNA ACHARYA (Sambalpur): Mr. Deputy Speaker, Sir, what has happened in Chhattisgarh is the most unfortunate incident and it is deplorable. The whole country is shocked. This is not a stray incident and this is not an incident which has occurred in Chhattisgarh only. This is a national problem.

My own State, Orissa has already been affected. Out of 30 districts in Orissa, already 10 districts are affected, which are in the southern western parts. On the southern part, most of the so-called Maoists are penetrating from Andhra Pradesh and on the western part, some of them are coming from Chhattisgarh.

On this, I do not agree with the Government of India and in particular with the hon. Home Minister when he stated a few months back that this is a State problem. This is not at all a State problem; this is a national problem. I am surprised to see that the Government of India is trying to shift the responsibility on to the States.

Take for example, Orissa State. Being a poor State with poor infrastructure – in police administration and poor financial position – how could it and Chhattisgarh also without the help of Central Government, confront with this acute and terrific situation?

Secondly, let us not take it as a law and order problem. This is a social problem and it is the utmost responsibility of the Union Government to tackle it in that context. Without shifting the responsibility on to the State Governments the Central Government should come forward to tackle the situation.

What has happened in Chhattisgarh? Actually, the programme; to create awareness against the so-called Naxalite and Maoist activities, was initiated by the Government with the support of the Opposition. Who was

the person against this movement has also to be detected and the Union Home Minister has to give reply on this.

In the name of Maoist activities, what is happening in my State? Naktideol and Rairakhol blocks in my own constituency Sambalpur are affected. Deogarh, the constituency of my friend Shri Pradhan is also affected. In the name of extremism people are extracting money not from Crorepatis or Lakhpatis but from the poor farmers. In the name of naxalism, in the name of Maoist activities 'gunda raj' is going on. So, my appeal to the Union Government is, let it own the responsibility, let it not shift the responsibility to the State Governments. It is a problem and it should be tackled with national perspective.

[Translation]

MR. DEPUTY SPEAKER: Would you say something.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Hon. Home Minister.

...(Interruptions)

MR. DEPUTY SPEAKER: No, please sit down. The hon. Minister is already on his legs.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Please listen to him also for a minute. There is problem in Jharkhand also.

SHRI SUNIL KUMAR MAHATO (Jamshedpur): Mr. Deputy Speaker, Sir, today Jharkhand is totally under the grip of extremism. Prior to becoming a separate State, we rarely heard of extremism in one district only. When it became a separate State, Bhartiya Janta Party and NDA formed the Government there and as a result today 19 districts are affected with extremism. Now, there is complete extremism in the district and a minimum of two thousand and half to three thousand people have been killed and every day such incidents are taking place. The situation of police there is such that two days back the State Home Minister was on the visit of police station and held a meeting in that region with a security force of two thousand five hundred personnel.

SHRI MOHD. TAHIR (Sultanpur): In Allahabad High Court. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please sit down. I have not given you time.

...*(Interruptions)*

[Translation]

SHRI SUNIL KUMAR MAHATO: In a way if we look at that region, we see that extremism is running a parallel Government there. There is complete Government failure and the most important thing is that a total of two thousand and half to three thousand people have been killed in Giridih, Dumaria and Jagannathpur.

[English]

MR. DEPUTY SPEAKER: This is all repetition. Please sit down. Now, the hon. Home Minister.

[Translation]

SHRI SUNIL KUMAR MAHATO: The BJP and NDA are in power there. During last days this. ...*(Interruptions)* and hon'ble Home Minister. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: Nothing is being recorded.

*(Interruptions)...**

13.00 hrs.

MR. DEPUTY SPEAKER: Please sit down. Nothing is going to be recorded.

*(Interruptions)...**

THE MINISTER OF HOME AFFAIRS (SHRI SHIVRAJ V. PATIL): Sir, we are very sorry that valuable lives have been put to an end in Chhattisgarh in the incident that has occurred there. We all would like to condole the deaths of those persons. The facts are like this.

As per the initial report of the Government of Chhattisgarh, on 28.2.2006 about 200 villagers were

returning in four vehicles to Konta in Dantewada district after participating in public rallies held at different places in support of the anti-naxalite movement locally known as 'Salva Judum'. Near Darbhaguda village, these vehicles were stopped by the naxalites and one of the vehicles in the front was blown up by a landmine and the other three vehicles were set on fire by the naxalites. In this inhuman and senseless act of violence, 26 innocent people have been killed and 30 others injured, some of them seriously. CRPF men located at about six kilometres away from the place of incident rushed to the site and helped evacuate the injured persons, all of who were airlifted for immediate medical treatment. An ex gratia payment of Rs.2 lakh has been announced for the next-of-kin of those killed and Rs.30,000 for those injured. This is the kind of help which has been given to them.

A demand was made by the hon. Members that the victims should be given compensation and help. That has been done and if something more is required, it can be done. This is done by the State Government. We would like to see as to how it can be done by us also.

There was an information given that something of this nature was likely to happen at this place. But sometimes the information is not exactly on the place and the time and something which has to be done by the State Government is not done and incidents do happen. We have asked the State Government to look into this matter. We have asked them when the information was given, to which officer the information was given and why they could not act on this information.

There was a demand made by some hon. Members that somebody from here should go to Chhattisgarh to discuss this matter. We would like to send our officers over there and discuss with them. I had discussed this matter with the Chief Minister on telephone and the Home Secretary has discussed this matter with the Chief Secretary of the State or some other officer and DIG also. We would like to go into the details.

While discussing this issue, some Members made statements which looked as if we were apportioning the blame. Somebody is saying why the Union Government is not acting and somebody is saying why the State Government is not acting and things like that. It is not a question of apportioning the blame as such. We shall have to take care to see that the innocent lives are not lost. If we are in the game of blaming each other, probably results will not be good. If the hand is injured, you cannot

* Not recorded.

apply the medicine to the leg and you cannot get the hand cured.

This is not possible. That is not the intention of the Government of India. Even though this has happened, yet not a single statement on behalf of the Government has been made blaming anybody. We are trying to understand the situation. We are trying to fix the responsibility, if responsibility has to be fixed. We are trying to help the victims. We are trying to see as to how some more steps, if necessary, at the State level as well as at the Union level jointly, or separately, or in conjunction with the adjoining States can be taken. That is the approach we have adopted.

Sir, for the information of the hon. Members I would like to say that 26 battalions have been given to the States which are affected by Naxalite movement. Twenty-six battalions mean 26,000 men and officers. It is equal to an Army of a small State. This kind of a police force has been kept at the disposal of the State Governments. One cannot expect the Union Government to take these Forces there and then sit over there and keep giving orders and deploying Forces over there. If that is done, then that would be interference in the jurisdiction of the State Governments. It is not expected and we are not doing it. But we have kept 26 battalions. For God sake, please understand as to what is meant by 26 battalions. It means 26,000 men and officers. Not only that, we have said that if they need air support, we will give. We will not give air support to attack the naxalites, but we will give air support to supply medicines, supply foodgrains required by the police for the purpose of evacuating the injured persons or for any other purpose except for attacking the naxalites.

We had discussed this issue with the police officers of different States and tried to understand as to what is happening. Initially they were using axes and swords. Then they started using pistols and guns. Then they started using AK-47 rifles and now they have started using hand grenades and landmines.

SHRI KINJARAPU YERRANNAIDU (Srikakulam): They are also using rocket launchers.

SHRI SHIVRAJ V. PATIL: Yes. They are using rocket launchers also. One of the vehicles was blasted off with the help of a landmine and so what is to be done in order to overcome this difficulty was discussed by us. At the national level we took a decision, this Government took a

decision that they should be given armoured vehicles. We have obtained armoured vehicles and we have given these vehicles to the States of Andhra Pradesh, Chhattisgarh and Jharkhand only in order to see that the policemen who go to take action against these people are well protected. We have given orders to the Defence Ordnance Factories to produce armoured vehicles and nearly 400 armoured vehicles will be given to the police to do that.

We have asked them to develop intelligence. In order to see that there is co-operation and co-ordination between different States, the Chief Ministers of all the States were invited here and the hon. Prime Minister spoke to them, I spoke to them and we all discussed together. At the regional level we had discussions with the Chief Ministers of the States. Now we have been sending our intelligence officers and other officers also to discuss this matter with the DGs and State police officials. But one cannot expect the Union Government to sit there and give orders. If we do that it would be interfering with the affairs of the State and it would not be accepted by the Members here. Those who are standing up here and saying as to why the Union Government is not doing it, if we start doing something, like that then those Members themselves will get up and say as to how is it that we are doing it. The Constitution does not allow us to do that. It is here that we shall have to strike a balance.

It is not the question of blaming this Government or that Government. That Government may belong to a particular political party and this Government may belong to a particular political party but we have never taken that stand. The Governments in the States are fully satisfied with what we are doing. ...*(Interruptions)* It is only those who are not well informed have some doubts. But the Governments in the States do not have any doubt about the kind of co-operation that exists between the Union Government and the State Governments. One thing which we are asking the State Governments to do is to prepare the plan as to how they would like to deal with this menace, discuss this plan with the adjoining States and the Union Government also. Then the State Governments as well as the Union Government can decide as to what more has to be done in order to deal with this matter. This is the kind of cooperation we are requiring now.

I cannot stand up and say that it is not my responsibility and it is the responsibility of the State Governments. I am not taking that stand. And when I am

not taking that stand, you are saying that I am taking that stand. I am speaking on behalf of the Union Government of India. I am not blaming anybody. But those who are blaming the Union Government should also look into their hearts whether they are doing it correctly or not, whether it is allowed constitutionally or not. That has to be looked into by them. But I am not blaming anybody. On occasions like these, we should not take pleasure in saying that you did it, you are responsible for it and I am not. I am not taking that stand. We are all responsible and we are sorry for what has happened. We have done so much. If anything more is to be done, you can give your suggestions, we will accept them. I have discussed this matter. I am willing to discuss this matter with the hon. Members at any place they want to and if a discussion is taking place, we will join you. *...(Interruptions)*

SHRI KHARABELA SWAIN (Balasore): Sir, I have a clarification to ask. *...(Interruptions)* Are you going to provide armoured vehicles to the police? *...(Interruptions)*

SHRI SHIVRAJ V. PATIL: You are right. Supposing armoured vehicles are given and if a very big charge is used, then it happens. Even the tanks are blown up. That does not mean that we should not help the police with armoured vehicles. *...(Interruptions)*

(ii) Re: Reported move to rename Thermal Power Station, Panipat and IMT, Manesar, Haryana named after Late Choudhary Devi Lal

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Deputy Speaker, Sir, I would like to raise a very serious question before you. The name of Choudhary Devi Lal would be written in golden letters in Indian politics as a great freedom fighter amongst the leading leaders, farmers leader and founder of the State of Haryana. Devilal Ji kept struggling through out his life right from freedom struggle of the country to the building of nation and state. It is only due to his untiring efforts that State of Haryana come into existence.

Mr. Deputy Speaker, Sir, a Thermal Power Plant has been set up in the name of Late Devlal Ji in Panipat of Haryana which was inaugurated by hon'ble President of India Shri A.P.J. Abdul Kalam ji. IMT, Manesar has also been named after late Devlal Ji. We have received this information that the present Government of Haryana is conspiring to remove the name of Choudhary Devi Lal Ji from both these institutes. *...(Interruptions)*

Mr. Deputy Speaker, Sir, I would like to state that various projects and institutions have been named after some great personalities, freedom fighters and leading politicians of this country. A number of schemes are being run in the name of Pandit Jawahar Lal Ji, Late Shrimati Indira Ji and Shri Rajeev Gandhi Ji but, I believe that there can be nothing more shameful than what the Congress Government is trying to do by removing the name of a great freedom fighter like Choudhary Devlal Ji from two such projects in Haryana.

Mr. Deputy Speaker, Sir, we would like to request the Union Government to clarify the present situation prevailing there. If they want to run any project in the name of Shrimati Sonia Gandhi Ji then they can very much do so. Nobody can have any objection against naming the projects in her name. They can name the projects in the name of whoever they want to but, it is very unfortunate that the name of a great patriot like Choudhary Devlal Ji is being removed. Therefore, we would like to make a humble request to the Union Government to clarify this situation. *...(Interruptions)*

[English]

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, I would like to associate on this issue. *...(Interruptions)*

SHRI HARIN PATHAK (Ahmedabad): Sir, I also would like to associate. *...(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: All of you to please send your names here on the Table. Yours names will be associated.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Santosh Gangwar, Shri D.P. Yadav, Shri Shailendra Kumar and Shri Sugrib Singh, all these names are being associated.

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, on this issue the entire House is united. I want to request the Government not to sit silent on this issue. I would urge the Government to respond to this serious issue and clarify whether or not the Government of Haryana is doing this. If it is doing so, the Union Government should intervene and the Union Government should take responsibility that the name of Chaudhary Devlal Jee is not removed from these projects. *...(Interruptions)* Munsiji must respond in this regard.

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Mr. Deputy Speaker, Sir, irrespective of party affiliations, without any exception all the great freedom fighters and the national heroes of this country are respected by all. Shri Devi Lal was a great leader of farmers and he was a great freedom fighter. If there is any aberration in this regard, I will get the full facts and the actual information from the State Government of Haryana. We will see what measures are required to be taken by the Government of India. *...(Interruptions)*

13.16 hrs.

PUBLIC ACCOUNTS COMMITTEE

Twenty-fifth Report

[English]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): I beg to present the Twenty-fifth Report (Hindi and English versions) of the Public Accounts Committee (14th Lok Sabha) on Action Taken by Government on the Observations and Recommendations contained in their 61st Report (13th Lok Sabha) on "Non-realisation of Foreign Exchange".

13.17 hrs.

(iii) **Re:Reported decision to raise the water level of Mullaperiyar Dam in Kerala***[English]*

SHRI K. FRANCIS GEORGE (Idukki): Sir, I want to draw the attention of the House to a very grave and dangerous situation that is emerging in Kerala. It is going to directly hit the heartland of Kerala, which comprises of Idukki, Ernakulam, Kottayam and Alleppey districts. The matter relates to Mullaperiyar Dam which is located in the hill districts of Idukki. *...(Interruptions)*

SHRI RAVICHANDRAN SIPPAPARAI (Sivakasi): Sir, we are opposing it. *...(Interruptions)*

SHRI K. FRANCIS GEORGE: We should be allowed to speak. I am not referring anything which is connected with the Supreme Court. We should be allowed to speak. *...(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: The names of Prof. P.C.

Thomas, Shri N.N. Krishra Das, Shri M.P. Veerendra Kumar are associated.

*...(Interruptions)**[English]*

SHRI N.N. KRISHNA DAS (Palghat): Sir, we should be allowed to speak on this. *...(Interruptions)*

MR. DEPUTY SPEAKER: Nothing should go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: Hon. Members, please go to your seats.

...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, when I was in the Ministry of Water Resources, I did examine this matter taking into consideration both Kerala's as well as Tamil Nadu's points of view. We should not try to create a division here. This matter has been very well taken up by all the experts. At the appropriate stage, this matter will be further examined by taking into consideration both Kerala's as well as Tamil Nadu's points of view. Please do not create a situation which creates division. *...(Interruptions)* You know the status. Why are you talking like this? *...(Interruptions)*

MR. DEPUTY SPEAKER: Chaudhary Lal Singh.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

*(Interruptions)...**

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: The matter is sub judice before the Judiciary. How can I respond to you? *...(Interruptions)* Do not come into the Well, please. *...(Interruptions)*

MR. DEPUTY SPEAKER: The House stands adjourned to meet again at 2 p.m.

* Not recorded.

13.20 hrs.

The Lok Sabha then adjourned till Fourteen of the Clock.

14.03 hrs.

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.

(MR. DEPUTY- SPEAKER *in the Chair*)

...(Interruptions)

[English]

SHRI D.V. SADANAND GOWDA (Mangalore): Mr. Deputy Speaker, Sir, there is a great havoc in Karnataka with regard to the border dispute between Karnataka and Maharashtra. ...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: We shall consider remaining submissions in the evening.

...(Interruptions)

[English]

SHRI D.V. SADANAND GOWDA: It is a very serious issue. Yesterday, in the Karnataka Legislature, there was a very serious discussion on that. Practically, there has been a law and order problem in Karnataka. ...(Interruptions)

14.04 hrs.

MATTERS UNDER RULE 377*

[English]

MR. DEPUTY SPEAKER: Matters under Rule 377 are treated as laid on the Table of the House. They will form part of the record.

- (I) **Need to lift ban imposed on timber extraction in Andaman and Nicobar Islands**

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands): I would like to draw the attention of this house regarding serious construction problem arising due to the Government policy of banning timber extraction,

* Treated as laid on the Table.

collection of sea sand and allotment of stone quarries. It is pertinent to mention that without the construction materials the people in Andaman and Nicobar Islands are suffering for development work. They cannot get these materials from the mainland, which is beyond their reach. Carpenters have lost their jobs due to non-availability of timber and its products. No where in the country timber import is banned except Andaman & Nicobar Islands. Many a times when marriages are solemnized, the forest staff conducts an inquiry, whether, the forest wood is being used for such functions. This has become nuisance and harassment for the local people. Government of India should immediately get the facts and figures from Andaman & Nicobar Administration on such harassments and it should be stopped forthwith.

- (ii) **Need to provide compensation to the farmers whose potato and mustard crops have been damaged due to drought and frost in Uttar Pradesh**

[Translation]

KUNWAR MANVENDRA SINGH (Mathura) Mr. Deputy Speaker, Sir, the farmers in Uttar Pradesh had sown the Rabi crop in their fields doing a lot of hard work despite the drought situation and they were having lot of expectations but this time icy cold and fog in the winter season destroyed the crops of mustard, potato, gram etc. completely. The farmers have suffered heavy losses in as many as 22 districts including Mathura, Agra etc. due to drought and fog. The farmers of these areas have sown mustard crop on the record level which require less quantity of water. But every farmer has been affected due to the fog. The remaining crop has been affected by pests i.e. Chepa and the farmers were not able to get even the cost price. The farmers in Uttar Pradesh have suffered many times high losses than what they spent in sowing the crops. They are facing the crisis.

Hence, I would like to request the Government to issue necessary directions to the Uttar Pradesh Govt. to assess the damage of potato and mustard crops caused by drought and fog. Remedial steps must be taken to ensure the payment of crop insurance amount to the affected farmers at an early date so that they could be compensated of the losses caused to them.

- (iii) **Need to set up a full-fledged passport office at Madurai, Tamil Nadu**

[English]

SHRI S.K. KHARVENTHAN (Palani): Sir, every year

from Tamil Nadu thousands of skilled and semi-skilled labourers go to various countries for employment and send huge amount of foreign exchange to the country. Likewise, businessmen have to visit various countries in connection with their business. Similarly, IT professionals and students are going abroad every year for the purpose of job and education. The people of Tamil Nadu particularly from southern districts are facing lot of difficulties in getting their passports due to lack of adequate number of passport offices.

There are only two passport offices functioning in the State — one at Chennai and the other at Tiruchirappalli. Tiruchy Passport Office is served with 16 districts with bulk volume in issue and renewal of passports whereas in the neighbouring State of Kerala, there are three passport offices to serve its 14 districts.

Though passport applications are submitted through District Collection Centres which are manned by State Government employees, they are not able to do their job effectively. In the year 2002, the number of applications received by Tiruchirappalli passport office was 1,94,282 out of which 1,02,413 were from southern districts. In the year 2003 the proportion was 2,52,210 and 1,25,428 and in the year 2004 it was 2,42,506 and 1,24,419 and in the year 2005 upto July it was 1,53,100 and 78,663. There is a constant increase for issue of passport over the years and there is much delay in the issue of passports. This delay may be avoided by upgrading the existing Passport Collection Centre at Madurai into a full-fledged passport office.

Hence, I urge upon the Central Government to take immediate necessary action for opening up of the Passport Office at Madurai.

(iv) Need to relax the provisions of the Forest (Conservation) Act, 1980 to enable distribution of land to the tribals in Lahul Spiti and Chamba districts of Himachal Pradesh

[Translation]

SHRIMATI PRATIBHA SINGH (Mandi): Hon'ble Deputy Speaker, Sir, through you I would like to draw the attention of this House and the Minister of Environment and Forests of the country towards the Pangi-Kilaad divisions of Chamba and Lahaul Spiti tribal districts of Himachal Pradesh and submit that many cases of allotment of Notod Bhumi to poor and landless people of these areas are pending for so many years due to ban imposed under the Forest Conservation Act.

Sir, most of the tribal area falls under cold deserts and possibility of agriculture are bare, minimum. There are no forests there. Therefore, I demand from the Government that power of land allotment must be delegated to the Government and eligible persons of these areas be provided special relaxation under the provisions of the Act so that poor people are able to earn their livelihood.

(v) Need to give preference to the local producers for programmes telecast on Kashir Channel in Jammu and Kashmir

[English]

CHAUDHARY LAL SINGH (Udhampur): Kashir Channel in Jammu and Kashmir has been launched with great fanfare with an intention to promote the true culture of Jammu and Kashmir. Besides this, it was intended to create interest in the local population towards this channel who were otherwise busy in watching misleading programme sponsored by Pakistan Television. I wish to point out that after the launch of this Kashir Channel, local producers of Jammu and Kashmir who can depict the real picture of culture of Jammu and Kashmir are being kept away from this channel and producers from Mumbai and Delhi who are not even accustomed with the culture of Jammu and Kashmir are being awarded this work and as a result thereof the local producers are being deprived of their legitimate and natural right to produce programmes on this channel. The sole object and purpose of launching this channel is being defeated even after spending crores of rupees for this purpose.

These local producers of Jammu and Kashmir, though talented, qualified and experienced, cannot complete with the infrastructure available with the producers of Bollywood and New Delhi. If the present criteria is allowed to be carried on, majority of work will be awarded to big production houses of Mumbai and New Delhi and producers of Jammu and Kashmir who have the vast experience, who are fully accustomed with the subject and who can depict the clear picture of the culture of Jammu and Kashmir and are almost jobless since last several years, would be on the verge of starvation.

I urge upon the Government to pay serious attention to this and only local producers may be allowed to produce programmes on this channel.

(vi) Need to reconsider closure of the District Rehabilitation Centre, Bhiwani, Haryana

SHRI KULDEEP BISHNOI (Bhiwani): The District Rehabilitation Centre, Bhiwani has been working since 1985 for which Union Government provides 100% subsidy. Now Union Govt. has decided to close this Centre and asked the Haryana Govt. for its financial take over. Haryana Govt. has shown its inability. The Centre is catering to the needs of over 55,000 handicapped persons of Bhiwani and its adjoining area. Its Laboratory, Therapy, Psychology, Hearing impaired departments are providing excellent services to the handicapped. It is the only centre that is providing single window services to the handicapped.

Through this August House, I request the Government to reconsider its decision and take immediate necessary action for continuation of this Centre and also instruct the concerned agencies for its expansion for the benefit of the handicapped persons of this area.

(vii) Need to release funds to solve drinking water problem in Satna and Katni districts of Madhya Pradesh

[Translation]

SHRI GANESH SINGH (Satna): Hon'ble Deputy Speaker. Sir, many states have achieved their targets as per the survey conducted by the Union Government for supply of drinking water in rural areas. But the acute problem of drinking water is still prevailing in rural areas due to various reasons. The number of new habitations are on the in the villages and there is a acute problem of drinking water in these habitations. The state Government have also conducted a survey regarding these new habitations, but the Union Government have not provided clearance for hand pumps drilling in these new habitations due to which this problem has become grave. The drinking water supply condition is quite alarming in many habitations of Satna and Katni district of my parliamentary constituency. In this situation, I demand that funds should be allocated to restart and bring about improvement in Old Tap Water Schemes which are not operational due to certain reasons. I request the Prime Minister to take this matter seriously.

(viii) Need to take steps for early release of 227 Indian Fishermen held captive by Pakistan Maritime Security Agency

[English]

SHRI HARIN PATHAK (Ahmedabad): 227 Fishermen were captured by Pakistan Maritime Security Agency on

12 December, 2005. Besides, this 242 boats were also captured by the Agencies alongwith them. Some Fishermen and boats have also been captured by Pakistani Security Agency recently. Till today no boats and fishermen have been released i.e. more than 227 Fishermen and 242 boats have to be released which are in their custody. Moreover, till today no assessment had been made to find out the exact quantum of losses these fishermen have suffered due to loss of livelihood or boat on account of their being in custody. The Government of India may consider taking this House into confidence about the efforts made so far to get the 227 Fishermen and 242 boats released urgently which are in the custody of P.M.S.A.

(ix) Need to allocate adequate gas from Tapti Gas fields to Pipavav Power Project in Gujarat

SHRIMATI JAYABEN B. THAKKAR (Vadodara): The Hon. Chief Minister, Government of Gujarat has sent letters on 29.5.1999, 14.5.2003, 4.4.2005 and 9.9.2005 to the Central Government regarding allocation of Gas at MPM price to 615 M. W. Power Project at Pipavav (Gujarat) from Tapti Gas fields. Nothing has been done in this regard as yet.

I urge the Govt. to resolve the issue at the earliest.

(x) Need to set up Arunachal Scouts in Defence Forces keeping in view the strategic location of Arunachal Pradesh

SHRI KIREN RIJJU (Arunachal West): Arunachal Pradesh is located at a very strategic location in the North Eastern part of our country. There are no major industries and manufacturing units in the State. Even after 1962 Chinese aggression, the State is not being given adequate attention as a result of which a deep sense of negligence and isolation is engulfing the sentiments of the people is in the State. The State is completely resource less and not in a position to generate revenue and employment to tackle the acute problems faced by the State.

The development of Arunachal Pradesh is very much necessary in the interest of the country. The growing unemployment in the State is likely to take an ugly turn, which may prove to be very costly for national security.

There is long pending demand of the people of Arunachal Pradesh for the creation of Arunachal Regiment in the Indian Army and I had also introduced a Private

Member Resolution in this august House last year. But the Government has taken a stand not to create any additional Regiments based on Community or State line.

In the light of special circumstances and unique situation in which Arunachal Pradesh is placed. I would like to draw the attention of this august House and request the Hon'ble Minister of Defence to establish Arunachal Scouts on the line of Ladhaki Scouts at the earliest possible time. In this regard, the favour of patriotism and nationalism found amongst the people of Arunachal Pradesh must be taken into consideration.

(xi) Need to pay fifty percent share of profit earned on oil and gas produced from Rajasthan to the Government of Rajasthan for the development of the State

SHRI DUSHYANT SINGH (Jhalawar): Western part of Rajasthan is a deserts terrain and availability of infrastructure in the region is improving. This region has rich mineral potential particularly petroleum. This has been proved by a recent discovery of oil in Barmer-Sarchor basin and gas field in Jaisalmer district.

By exploitation of oil in the state local people are affected. Central Government gets profit from these resources as "profit petroleum". These resources are lying in the State and State Government should get its due share for the development and welfare of local people.

Thus, I request the Government of India that income of profit generated from petroleum, 50% share should be paid to the State Government from the mineral oil & gas produced from the State.

(xii) Need to retain and strengthen CIFRI unit of Indian Council of Agricultural Research at Alappuzha, Kerala

DR. K.S. MANOJ (Alleppey): Tsunami has caused great devastation in terms of life, property, environmental damages and fishery changes. In this respect several countries where Tsunami has affected have initiated impact assessment studies to gauge the changes on the geological, environmental and fishery aspects. In the backwaters of Kerala, the fishermen are very strongly demanding for conducting Sub-ecological studies to understand the fishery changes due to tsunami. There have also been media reports cautioning the change in the habit of several species of fishes like puffer fish causing

severe damage to fishing gears. In this context, there wasn't any serious research programmes conducted to elicit the post tsunami changes in the backwaters and Inland Sector of Kerala to assess the ecological status vis-a-vis the fishing resources. In order to achieve this the CIFRI unit of ICAR in Alappuzha has been continued and strengthened by providing staff and equipments to conduct new studies on the impact of tsunami in Inland Fishing Sector.

(xiii) Need to ban use of Endosulphane in the country and rehabilitate those affected due to use of this pesticide in Kasargod district in Kerala

SHRI P. KARUNAKARAN (Kasargod): Continuous use of Endosulphane in some villages in Kasargod district of Kerala has caused huge damage. Forty-four persons have already during 3 last years. About thousand people are living with serious health problems. This includes children, women and elderly persons. The two committees appointed by the Government of Kerala has already confirmed in their report the adverse effects of endosulphane to human life. The Dubey Committee appointed by the Central Government which did not take evidence from the local people including victims, unfortunately, had a different version. However, the State Government has taken steps to stop the use of endosulphane in an affected area. Now the authorities have replaced endosulphane with a more harmful pesticide. The actual problem still remains. The victims still continue to suffer.

The Central Government and State Government have to take immediate steps for rehabilitation of these people. Medical assistance and financial assistance has to be given to the victims and ban the use of such dangerous pesticides from use in future.

(xiv) Need to strengthen the rain-fed river embankments in Haridwar Parliamentary Constituency, Uttaranchal

[Translation]

SHRI RAJENDER KUMAR (Haridwar): Mr. Deputy Speaker, Sir, in the year 2003, 2004 and 2005 villages in Haripur, Togia, district of Haridwar under my Parliamentary Constituency were submerged upto six feet high level as the water from rainfed river entered the villages due to which farmer suffered heavy losses in agriculture and livestock and their houses were also damaged.

Therefore, I request the Government through you that embankments on this rainfed river must be constructed

in the public interest so that water from this rainfed river does not enter in the villages again.

(xv) Need to solve acute drinking water problem at New Tehri, Uttaranchal

SHRI REWATI RAMAN SINGH (Allahabad): Mr. Deputy Speaker, Sir, residents of Tehri City submerged in the lake created by the dam have been rehabilitated in new Tehri. People are migrating from New Tehri due to acute shortage of drinking water as a result of which business is being affected. Residents of Tehri, surrounded by Bhilalanganana and Bhagirathi rivers on three sides, are being rehabilitated on a mountain peak. But they are facing acute shortage of drinking water. The Tehri dam about which talks are being held that it would help quench the thirst of the residents of the capital is not able to quench the thirst of residents of Tehri for want of proper and adequate arrangements.

There are indications that plains of North India are likely to witness high temperatures. The intensity of high temperatures is likely to increase due to shortage of water and electricity. In some parts of Himalaya and Uttaranchal temperature has broken all the previous record in the month of February. Glaciers are also shrinking. In this situation there is an urgent need to solve the acute drinking water problem in Tehri.

(xvi) Need to provide employment to the labourers of Bihar Agricultural Labour Federation in Ordnance Factory Rajgir, Nalanda district, Bihar

SHRI ALOK KUMAR MEHTA (Samastipur): Hon. Speaker, Sir, an ordnance factory has been established in Rajgir in the Nalanda district of Bihar. In Nalanda district there is labour organization called Krishi Shramik Federation, Bihar, Patna which is registered with the Government of Bihar, but not a single labourer from the organization has been given employment in the said ordnance factory. Although the Government of India and Government of Bihar have made provisions to give employment to labourers in the said factory. Labourers are deeply anguished over not getting employment there.

I therefore, would request the hon. Defence Minister through you that employment to the labourers belonging to Bihar Rajya Krishi Shramik Federation should be ensured in the said factory.

(xvii) Need for doubling of railway line between Manmad and Mutkhed

SHRI TUKARAM GANPATRAO RENGE PATIL (Parbhani): Hon. Speaker, Sir, persons of Sikh Samaj from

all over the world are coming to visit the Gurudwara situated in Nanded district on the occasion of 300th birthday of Guru Govind Singhji to be celebrated in 2008. Crores of rupees have been provided in the budget for it and many special trains too would be introduced. The rail line between Manmad to Mutkhed is a single one and the Sikh Samaj may face many difficulties during their journey. It would also not be possible to run high speed modern trains without double track. It is very necessary to double the track between Manmad to Mutkhed in order to make the programme a success.

I would, therefore, request the Government through the House to complete the work relating to the doubling of the rail line between Manmad to Mutkhed in the current year itself.

(xviii) Need to impose a levy on generation of electricity with a view to pass on the benefit of revenue to the power producing States

[English]

SHRI B. MAHTAB (Cuttack): Mining of coal and consumption of coal for generation of electricity has adverse effect on environment, especially on account of fly ash generated as also increase of ambient temperature in the region where thermal generation plants are located. At all India level approximately 100 million tonnes of fly ash is produced annually, of which less than 30% is utilized in brick making, cement, road surfacing, soil re-mineralisation etc. In Orissa, utilization of fly ash in the 3000 MW NTPC Super Thermal Plant at Kaniha, Talcher is negligible. As per Central Pollution Control Board, 1 MW capacity thermal power plant requires 1 to 10 acres of land, depending upon the depth of the ash pond, for disposal of ash for 30 years of the plant's life. The loss of forest cover and the pollution of water bodies in the coal bearing areas also compounds the problem.

Under present dispensation the host State where power is produced does not receive any revenue on the power exported. The problem is acute in the case of Orissa, as it is net exporter of power. Therefore, I urge upon the Government to impose a certain levy on generation of Electricity and pass on the benefit to the power producing States. Or, it may be considered to authorize the State Governments to collect and retain it.

**(xix) Need to conduct Common Entrance Test
In Vernacular language for appointment in
Defence Forces**

DR. M. JAGANNATH (Nagar Kurnool): Sir, at present common entrance test for enrolling young men into three wings of Defence Services, physical test as well as written test are conducted only in Hindi and English. This present recruitment system is disadvantageous to the candidates hailing from Non-Hindi speaking belt especially, the poor candidates coming from tribal areas. The UPSC has permitted the use of vernacular language for writing the examinations. The same system can be adopted for Common Entrance Test.

The candidates having qualification of tenth class/ Intermediate, who seek employment are generally from the poorer strata of the society and they generally lack working knowledge in these languages. This problem is acute particularly in rural areas. Recruitment of candidates from rural areas of Andhra Pradesh will also help in tackling the Naxalite menace as the families which have their family members in military or paramilitary forces will act as a sobering influences on the rural masses leading to lack of support and sympathy to Naxalities.

Through you, Sir, I request the Union Government kindly give sympathetic thought and permit conducting the common entrance test in vernacular language on the lines of UPSC for enrolling young men into three wings of Defence Services, which are presently conducted only in Hindi and English. This would help the other southern state too and ensure even and fair representation from all over the country.

**(xx) Need to stop construction of Tipaimukh dam on
the Barak river in Manipur**

SHRI MANI CHARENAMEI (Outer Manipur): I would like to draw the kind attention of the Hon'ble Minister for Power towards the notification issued by the NEEPCO on 31/11/2005 inviting Bids from prospective Bidders (International Competitive Bidding) for construction of 1500 MW Tipaimukh Hydro-Electric (Multi-purpose) Project in Manipur.

The proposed 1500 MW Tipaimukh Hydro-Electric Project will be 162.8 meter high and will be built on the Barak river at Tipaimukh of Manipur state. The main objectives are hydropower generation with an installed capacity of 1500 MW, flood moderation, irrigation and navigation. The cost of Dam is 2899 crores.

The total areas which would be submerged by the dam in Manipur is 293.56 sq km during the peak submergence. 15 villages will be directly affected. Indirectly about 90 villages will be affected due to submergence of their landed properties. Maximum submergent area falls under the Tamenglong district inhabited by the Zeliangrong people. The dam is opposed by the Mizo people of Churhandpur district and Mizoram and all the communities of the State.

Tamenglong falls under one of the Hot Spots of biodiversity. The rich flora and fauna of the district, the rich forest resources, the Barak water falls which have both legendary and tourism importance would be completely submerged and the rich gene pools with tremendous potentials will be lost forever. Further, the dam is going to be built in the highly sensitive seismic zone. Even the Zailad wildlife sanctuary would be submerged.

I request the Central Government to stop the move for construction of Tipaimukh Dam forever.

...(Interruptions)

[English]

SHRI D.V. SADANAND GOWDA (Mangalore): There is a law and order problem in Karnataka. In the Corporation of Belgaum, about three months back, a Resolution was passed. ...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You make your submission in the evening.

...(Interruptions)

[English]

SHRI ANANTH KUMAR (Bangalore South): It is a very important matter. The hon. Home Minister should intervene. ...(Interruptions)

SHRI D.V. SADANAND GOWDA: If the Central Government does not intervene, certainly there will be a law and order problem in Karnataka, in the border areas of Karnataka and Maharashtra. Practically, about three months back, a Resolution was passed in the City Corporation of Belgaum. ...(Interruptions)

MR. DEPUTY SPEAKER: Now, we will take up Item No.10 — Shri Shivraj V. Patil.

...(Interruptions)

SHRI D. V. SADANAND GOWDA: Afterwards, there was a law and order problem. Even our Home Minister knows about that. Day before yesterday, there was a Resolution passed in the Taluk Panchayat. A law and order problem has arisen all over Karnataka.

[Translation]

MR. DEPUTY SPEAKER: I am telling you that we would take up this matter after discussion in the evening.

...(Interruptions)

[English]

SHRI ANANTH KUMAR: The hon. Home Minister should intervene. ...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: Nothing is being recorded. We have already said that we would take up this matter in 'Zero Hour'. After the discussion.

(Interruptions)...

[English]

SHRI D.V. SADANAND GOWDA: As I said earlier, if the Central Government does not intervene, certainly there will be a law and order problem in Karnataka. ...(Interruptions)

We want a response. Certainly, there would be a law and order problem in Karnataka. ...(Interruptions) He has to reply. He knows each and everything. ...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: I have said that we would take up in the evening.

[English]

SHRI ANANTH KUMAR: Hon. Home Minister should intervene. He should give a reply. ...(Interruptions) This is a very serious issue between Karnataka and Maharashtra. Mahajan Commission's award should be implemented. Karnataka should get justice. ...(Interruptions)

SHRIMATI TEJASWINI SEERAMESH (Kanakapura):

* Not recorded.

Sir, Belgaum is part of Karnataka according to Mahajan Commission's Report. ...(Interruptions) Belgaum is part of Karnataka and our people are very peaceful. ...(Interruptions)

SHRI ANANTH KUMAR: We want a direction from the Chair. ...(Interruptions)

SHRI D.V. SADANAND GOWDA: There are no political differences. All parties in Karnataka including BJP and Congress and everybody are with this issue. ...(Interruptions)

SHRIMATI TEJASWINI SEERAMESH: Some forces, I think, divided the people in Belgaum. ...(Interruptions)

SHRI ANANTH KUMAR: We want your intervention. ...(Interruptions) Kindly direct the Home Minister to intervene and give justice to the people of Karnataka. ...(Interruptions)

MR. DEPUTY SPEAKER: You know I cannot compel the Minister to make a statement.

...(Interruptions)

SHRI D.V. SADANAND GOWDA: The Home Minister may kindly intervene in the matter. ...(Interruptions)

THE MINISTER OF HOME AFFAIRS (SHRI SHIVRAJ V. PATIL): I am not on this issue. I am on the Bill. ...(Interruptions)

MR. DEPUTY SPEAKER: Mr. Mistry, you are requested to go to your seat.

14.07 hrs.

GOVERNMENT OF UNION TERRITORIES AND THE GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI (AMENDMENT) BILL, 2006

[English]

MR. DEPUTY SPEAKER: The House will now take up Item No. 10.

THE MINISTER OF HOME AFFAIRS (SHRI SHIVRAJ V. PATIL): I beg to move:

"That the Bill further to amend the Government of Union Territories Act, 1963 and the Government of National Capital Territory of Delhi Act, 1991, as passed by Rajya Sabha, be taken into consideration."

This Bill relates to empowering the President or the Central Government, to give effect to the delimitation orders of the Delimitation Commission in respect of the Union Territories of Pondicherry and NCT of Delhi from a specified date.

The second proviso to Article 82 and the second proviso to Article 170 (3) of the Constitution provide that readjustment of constituencies after Delimitation exercise will take effect only from such date as the President may, by order specify and until such readjustment takes effect any election to the Houses shall be held on the basis of territorial constituencies existing before such readjustment. In other words, the Delimitation orders, issued by the Delimitation Commission under the Delimitation Act, 2002 in which the constituencies will be readjusted on the basis of 2001 census will take effect only from such date as the President may by order specify; and till such time elections will be held on the basis of 1971 Census.

As far as the Union Territory of Pondicherry and the National Capital Territory of Delhi are concerned, there is no such provision empowering the President or the Central Government to specify the date from which the delimitation will take effect. There is, therefore, an inconsistency between the provisions applicable to the States and the Union Territories.

The delimitation exercise in respect of the Union Territory of Pondicherry has been completed but in the case of the majority of the States and the National Capital Territory of Delhi, the exercise is in progress. Hence, an anomalous situation will arise in which elections may have to be conducted on the basis of delimitation based on 2001 census in the Union Territory of Pondicherry but in the rest of the country the elections would be held on the basis of 1971 census.

The Bill seeks to rectify the aforesaid anomalous situation arising out of lack of suitable enabling provision in the Government of Union Territories Act, 1963 and the Government of National Capital Territory of Delhi Act, 1991, by inserting a provision similar to the corresponding provisions under the second proviso to article 82 and the second proviso to clause (3) of article 170 of the Constitution in the Government of Union territories Act, 1963 with retrospective effect, i.e. from 31st March, 2005 and the Government of National Capital Territory of Delhi Act, 1991 from the date of the assent of the Bill.

With these words, Sir, I commend this Bill to this august House for approval.

MR. DEPUTY SPEAKER: As decided in the Leaders Meeting today morning, this Bill can be passed without discussion. If any hon. Member wants to make any suggestion, he can do so during the third reading of the Bill.

The question is:

"That the Bill further to amend the Government of Union Territories Act, 1963 and the Government of National Capital Territory of Delhi Act, 1991, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be passed.

SHRI SHIVRAJ V. PATIL: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: Motion moved:

"That the Bill be passed."

[Translation]

SHRI SANTOSH GANGWAR (Bareilly): Mr. Deputy Speaker, Sir, it was necessary to introduce 'The Delimitation Bill' and I will explain the reasons for it. This work was going on since long and in fact had it been completed a year ago the present situation would not have arrived. The work regarding delimitation is still pending and many states have still to complete it. I would like to ask the Hon. Minister through you that what is his opinion in this regard and the time by which it would be completed in the entire country and when elections would be held as per the new system. Four to five years have passed and situation is still half way. Today people are concerned about the way

[Shri Santosh Gangwar]

their constituencies have been reserved or changed or otherwise or there has been a change in the population or geographical balance and they even express their apprehension that it is unlikely to complete the election the way the Delimitation Commission is functioning. Hon. Minister should remove this apprehension as any election that is to be held after year 2006 should be completed in my view as per the new delimitation.

[English]

SHRI B. MAHTAB (Cuttack): Mr. Deputy Speaker, Sir, I intend to draw the attention of the Minister while raising certain points relating to the Amendment Bill which is now under consideration, though, in our wisdom, we have decided not to discuss it in detail because it relates to a very specific aspect regarding the Union Territory of Delhi.

The delimitation work has been completed in Pondicherry and at any point of time it may go for election. We have two types of anomalies. One is, delimitation is done keeping 2001 Census as the basis and redrawing of constituencies has been done accordingly. The second thing is, now this Bill has come to keep 1971 Census as the basis and the Bill says that the number of constituencies will remain the same and no addition of constituencies will be there. This is the anomaly we are going to clear and in our wisdom we are going to accept it. In the 13th Lok Sabha, the number of constituencies remaining the same based on the Census of 1971, but redrawing of constituencies is now being done on the basis of 2001 Census. This is a very pertinent legal question. Nobody has gone to the court on this. But this is the only forum where we can discuss whereas, in our wisdom, we have decided that we would not discuss it.

I am not going into that detail. But I will mention the problem, which has arisen in the country. I was a member of the Delimitation Commission as Associate Member. I have resigned. One of our learned friends, Shri Prasanna Acharya has also resigned and Shri Jual Oram, who was a member of that Committee from Orissa has also resigned. Dr. Gamang is there. He continues to be a member so that at least he can put forth our view. That is a different matter because of his stature. But our point of contention is when the number of seats remaining the same, population will become the criteria and that is to be adjusted. The mandate was least minimum tinkering with the boundary should be done. But in a number of States, including Maharashtra, Bihar and others, a number of constituencies have been totally obliterated. New constituencies are being created.

It is happening. It has created a havoc throughout the country. This is the main crux of the problem which I wanted to raise before the House and they are acting one unto themselves. Arbitrarily certain decisions are being taken. When it was told to us that a guideline had been framed and that had been circulated. They are now flouting the guidelines.

The basic question here is that when the total State population is taken into view, average is divided by the number of Assembly constituencies, the guideline is that ten per cent plus or minus can be adjusted. But flouting its own guidelines, the Delimitation Commission has committed a hara-kiri. It is totally illegal.

I would very humbly say that we did not want to participate in that decision. We have disassociated ourselves. But here the problem before the House today is that we are taking 1971 Census, keeping the number of seats in Assembly and Lok Sabha intact of 1971 Census, we are keeping 2001 Census so that the population will be divided.

I would just like to draw the attention here that the number of population of Scheduled Castes has arisen. Keeping that in view, the number of seats reserved for Scheduled Castes will be enhanced. That was the only mandate. That was the accepted fact in the last Lok Sabha. Nobody disputed that. Why is there so much of difference among constituencies, including the hon. Speaker's constituency, Bolpur, which has become reserved in West Bengal? I do not see any reason behind it. I think, as Shri Santosh Gangwar has drawn the attention to the fact that how long will it take and whether there is any provision to correct this anomaly which is being created.

PROF. M. RAMADASS (Pondicherry): Sir, as a Member, representing the Union Territory of Pondicherry, I have already given my consent for this amendment. This amendment tries to bring an insertion of a new section, which says that only after the due notification by the Government of India, the implementation of delimitation of constituencies will occur. I support this amendment and agree to hold the impending elections to Union Territory of Pondicherry in May 2006.

But at the same time, I would like to bring to the notice of the hon. Home Minister the amount of confusion that has been created in the Union Territory of Pondicherry after the delimitation work was completed. Shri Mahtab said that there are a lot of problems in delimiting the

constituencies. But as far as the Union Territory of Pondicherry is concerned, the people have agreed to delimitation because it is a small Union Territory.

We have four regions. One, Pondicherry with 21 constituencies; two, Karaikal with six constituencies; three Mahe with two constituencies; and four, Yenam with one constituency. The popular demand of the people is that the number of constituencies in each region must remain intact, that is 21 in Pondicherry, six in Karaikal and the population of that region must be spread over to these constituencies. But this factor has not yet been taken into account.

Therefore, there was resentment among the people of Karaikal that the number of constituencies should not be reduced to five. But, barring that, the Commission has done good work. There is equal distribution of voters in various constituencies. As far as the Union Territory of Pondicherry is concerned, the anomaly is that in one constituency you have 5,000 voters and in another constituency you have 55,000 voters, which is 11 times more than the population in one constituency. This anomaly has been rectified by the even distribution of population in all the constituencies. The Delimitation Commission has started its work on 30th July, 2004. It held four meetings with the associated Members. The draft publication was made on 8th October, 2004. Public hearings in two regions, namely, Pondicherry and Karaikal were held on 19th March and 20th March, 2005 and the Gazette Notification was made on 31st March, 2005; and the Delimitation Commission, as per the Act, has communicated to the Government of India on 12th April, 2005. Almost one year is over after all the formalities have been completed. Now, the people of Pondicherry would like to know publicly whether the delimitation work would be implemented for the impending election or not. In the absence of such a public statement, the political parties and the people are confused whether the elections will be held according to the delimitation of constituencies or according to 1971. If this public announcement is made, it would facilitate the political parties to undertake the work according to either the old constituencies or the new constituencies. Therefore, I would request the hon. Home Minister to speak publicly as to what is their intention. This is only an Act to say that till the Notification comes. Suppose the Notification is given tomorrow, it is not known whether the delimitation of constituencies will come or not. Therefore, in the interest of equity, in the interest of fairness and justice the Government should show whether it is going to be implemented.

The second issue is whether the delimitation will come into effect only when the work is completed in all the States of India which means it will take another five or six years, whether it will come into effect even before the Lok Sabha elections. We do not know about it. I would like to know whether there is any compulsory mandate that it should be completed in all the States and Union Territories and then implemented or it should be implemented in phases. Where work has been completed, it should have been done. The people of Pondicherry in general thought that the delimitation would work there and it would provide an equal opportunity for all the constituencies.

Unfortunately, if that has not been done, and if the Government is taking one year to clarify its position, then the people are at stake; people do not know what to do. Therefore, I would request the hon. Home Minister to take into consideration the feeling of the Pondicherry people in this regard.

[Translation]

SHRIMATI KRISHNA TIRATH (Karol Bagh): Mr. Deputy Speaker, Sir, today we are discussing a very important bill.

MR. DEPUTY SPEAKER: I am giving you a chance to speak because you belong to Delhi.

SHRIMATI KRISHNA TIRATH: Thank you very much Sir. I would like to mention the seven parliamentary constituencies that existed in Delhi were unregularised as per the present census. We had 20 MLAs seats in one constituency, 19 in another, somewhere it was 15 or even 4, but now suggestion regarding equal distribution has been given.

I am pained to say that in Delhi census we held in 1991 whereas the delimitation work is being done as per the census 2001. The population of Scheduled Castes/ Scheduled Tribes has also increased but the delimitation census report has shown the population of Scheduled Tribes as nil whereas around 5 lakh people belonging to Scheduled Tribes are living in Delhi since the last 30-35 years and some people are living since the last 50 years and they have migrated from Rajasthan and other places. They make up around 4 to 5 lakh people. Our constitutional provision takes into account both Scheduled Castes/ Scheduled Tribes together but in Delhi there are no tribes, but places where there are no tribes their population is shown together in the Scheduled Castes population. This

[Shrimati Krishna Tirath]

type of mistake has been committed this time and the tribes population has been shown with the general population. It has given a serious setback to persons belonging to Scheduled Castes because 13 reserved legislative seats have been reduced to 12 whereas their population has registered a 20 per cent increase in 2001 census as against the 1991 census. Seats have been reduced but the ratio of SC/ST people have increased. I would request the hon. Home Minister to get the figures of the census corrected and add it with SC/ST people and derive the ratio in a fresh manner which would perhaps come out at 14 to 15 instead of 13.

[Translation]

SHRI RAGHUNATH JHA (Bettiah): Mr. Deputy Speaker Sir, the delimitation work had been started in Bihar also a year ago. I am an associate member in Bihar through you and through the parliament. It has been said that adjustment of notes on population has to be done but not to change constituencies. In one area in Bihar all constituencies have been reserved for Dalits only and other area has been exchanged with other one and that too without considering on geographical conditions. Some parts of Munger constituency has been included in Begusarai. The geographical condition has not been taken into consideration. One will have to go to 300 kms. Panchayat has been distributed into two parts. We have placed all these points before commission with logic that our geographical condition must be seen and why the constituencies being revised in adjustment process of population? There are 43 seats which are being merged with other seats. We had placed all these points before commission but no meeting has taken place since then. Nobody knows as to which constituency will be reserved for Dalits and which unreserved, there is no balance. Therefore, the Govt. of India should give clean directions in this regard. I had told the commission by giving reasons that what was there a need to coincide one constituency with another? Some constituency has more population and the other has less than it. It should be delimited but this is not happening. Therefore I would like to say that we are accepting the Bill presented by hon'ble Home Minister and facts decided in meetings of leaders but I would request you to reconsider it keeping in view the sentiments of status.

[English]

THE MINISTER OF HOME AFFAIRS (SHRI SHIVRAJ V. PATIL): Sir, I would like to thank the hon. Members for supporting this Amendment Bill.

The first point that I would like to take up relates to the election in Pondicherry itself. The delimitation in Pondicherry has been notified by the Delimitation Commission. The law does not say that the delimitation in Pondicherry has to be notified by the President or by the Government of India. That is why, as per the existing law, the election would have taken place as per the delimitation notified by the Delimitation Commission on the basis of census in 2001 whereas in other States the election would have taken place on a different line. That is why, we are amending this law saying that notification of the Delimitation Report by the Election Commission is not sufficient but notification by the Government would be required. If the Delimitation Commission says that it has completed the work, that would not be the basis, and that is why, this Amendment Bill is moved.

I am happy that all the hon. Members have understood this problem and they are supporting this Amendment Bill.

I would like to make it very clear that after this law is passed, it would become necessary for the Election Commission to hold the election in Pondicherry on the basis of the notification issued by the Government of India. If the Government of India does not issue the notification after this saying that the election will take place on the basis of Census of 2001, then the election would take place on the basis of Census of 1971. So, there is no difficulty.

The hon. Member from Pondicherry wanted to know as to how the elections would take place. Elections in Pondicherry will take place on the same principle as the elections which would take place in West Bengal, Tamil Nadu or Kerala or in other States. So, election would take place on the old Census basis only. Let there be no ambiguity on that point.

Sir, very important points have been raised by hon. Members over here. One of the points raised was whether it would be possible for the Delimitation Commission to complete the work in a short time and whether it will be possible to hold the next election on the basis of delimitation done by the Election Commission. This issue was discussed some years back, and at that time also complaints were made. Now also, complaints are made

against the delimitation suggested by the Delimitation Commission.

The people and the Members are saying that the number of people living in the country has increased. They have migrated from rural areas to the urban areas. The number of Scheduled Caste people has also gone up. The number of constituencies for the Scheduled Castes should also go up in proportion to the population which has gone up. Unfortunately, when the Census was being done – it was done with the help of the officers from the State Governments – especially in the forest areas and the areas affected by terrorist activities, the Census was not properly done. In some districts, the number of Scheduled Tribe people has come down drastically. In some other places, the number of Scheduled Tribes has gone up drastically. So, the number of seats, which can be given to the Scheduled Tribes on the basis of the population in the area, also would get affected.

People have migrated from rural areas to the urban areas. So, the number of constituencies in urban areas is going up and the number of constituencies in the rural areas is coming down. There are people who are complaining that if this is accepted, then the rural areas will not be properly represented in the Legislatures. Urban areas would be represented. What should be done with respect to all these problems has to be discussed by all of us.

The Delimitation Commission is willing to look into the law, look into the Constitutional provisions, look into the guidelines which are given, consult the hon. Members and the people at large and to redraw the boundaries of the constituencies as per the agreement which may evolve or as per the consensus which may evolve. But the Delimitation Commission's difficulty is, if there is something which cannot be done because of the existing laws or because of the existing Constitutional provisions, nothing can be done by the Delimitation Commission. So, these issues have been presented to the Government. ...*(Interruptions)* Yes, maybe, they have their own laws and they have not been able to satisfy all the Members fully. Maybe, there are some mistakes.

SHRI B. MAHTAB: It has not satisfied our Members. The guideline which has been framed by the Delimitation

Commission is being flouted by the Delimitation Commission itself. That is our point of concern.

SHRI SHIVRAJ V. PATIL: Sir, I was trying to say that there are many complaints given by the Members, given by the people, given by the Members belonging to the Scheduled Caste and Scheduled Tribe communities and given by the Members coming from the rural areas. We shall have to decide as to how to deal with all these issues to arrive at the conclusions and the decisions which are broadly acceptable to all of us. So, the Delimitation Commission will be allowed to discuss these issues; requested to discuss these issues with the members who are with them, with the Members, whose constituencies they are considering and people at large also. The public hearing also may be given wherever it is possible. But it is not enough, something more may be required to be done and if something more is required to be done, we have to see how to deal with this problem.

I think, if you agree, if hon. Members' agree, if the Members of both the Houses agree, then we can adopt this policy. We can list the problems which are being faced. We can suggest the solutions which can be found to these problems. If these suggestions can be accepted without amending the laws, well, discussions can be held by the Members who are the members of the Delimitation Commission and are helping to change the guidelines or act according to the guidelines or strategies. It is necessary to look at the existing laws and see if existing laws also can be changed. The main problem is that the number of people has increased, the people have migrated from the rural areas to the urban areas and yet we are saying that the number of seats will continue to be the same. In the North-Eastern States, the problem is completely different.

Hon. Leader of the Opposition, Shri L.K. Advani is here. He must have heard those problems and those problems are completely different. It is necessary for us to look into those problems also and try to solve those problems to the extent possible. If anything has to be done in order to take into account their suggestions, their fears and their attitudes towards these things, we shall have to do it. So, we would like to do all these things. We would ask you to give your suggestions. We will list the problems and we will list the solutions. We will discuss these things with the leaders of the political parties. After

[Shri Shivraj V. Patil]

discussing with the Government, then we can decide as to how this entire problem can be discussed. The problem is complicated. We shall have to evolve a consensus to deal with these problems and if consensus develops, we would be in a position to do what is broadly acceptable to the people and even within the time within which this work has to be completed.

[Translation]

SHRIMATI KRISHNA TIRATH: Mr. Deputy Speaker Sir, population of ST's has been shown Zero in the book of census recently published whereas the court has given its verdict and the Govt. of Delhi has accepted also that reservation will be given every where whether it is school or college or service. Around 3.5 lac people belong to ST community in Delhi are in Government services and have been living in Delhi for the last 30 to 35 years but population of ST's has been shown Zero in census book. By this ST's have lost their voting rights. Tell us where the ST's residing in Delhi are going to be displaced?

SHRI REWATI RAMAN SINGH (Allahabad): Mr. Deputy Speaker Sir, confusion still prevails even after the statement made by hon'ble Minister. Shri Gangwar Ji had raised a question that delimitation had to be done for a purpose. The purpose was that some constituencies of SC Quotas were to be increased on the basis of census 2001. Instead of doing that, Delimitation Commission has extended the spectrum and changed constituencies on a large scale. Shri Gangwar Ji had asked the time when election were likely to be held on the basis of delimitation, is it likely to be held now or in year 2009-2010 ? Whether hon'ble Minister would like to explain it in the House. ...*(Interruptions)* What are problems in revising this?

[English]

SHRI K. FRANCIS GEORGE (Idukki): Sir, in the case of Kerala the whole exercise was completed and the final notification was made by the Election Commission. But nothing seems to have proceeded further after that. From what the hon. Minister has stated here, do we have to infer that these cases, even in States like Kerala, will be opened and there will be public hearings again? ...*(Interruptions)*

[Translation]

SHRI KIREN RIJJU (Arunachal West): Sir, the issue

of Scheduled Tribes raised by Smt. Krishna Tirath Ji is very serious. If possible let hon'ble Home Minister give reply, otherwise, Delhi Government should be asked that people are living then how it has shown Zero in census. Comments have been made in High court also in this regard that showing zero against the number of any community is to deprive them from constitutional rights. It is a very serious matter. I request that hon'ble Minister should take the case of Scheduled Tribes in Delhi seriously.

SHRI SHIVRAJ V. PATIL: Questions raised by hon'ble members are very important. If any hon. Member has any misconception regarding this then it is an opportunity to remove it. I want to give reply for that. Regarding first question, which has been raised by Delhi, I want to tell you that there is no question of constitutional amendment. Action on the report of delimitation will be taken only after notification of the Government after the constitutional amendment otherwise it will not be done. They say that number of persons belonging to Scheduled Caste has decreased.

MR. DEPUTY SPEAKER: The number of people of Scheduled Tribes has decreased.

SHRI SHIVRAJ V. PATIL: Numbers of persons of Scheduled Tribes and Scheduled Caste both are decreasing. ...*(Interruptions)*

SHRIMATI KRISHNA TIRATH: The number of SC's has increased. ...*(Interruptions)*

SHRI SHIVRAJ V. PATIL: Please sit down. Please something after listening to my speech. There is problem regarding the number of Scheduled Caste and Scheduled Tribes. The problem of Delhi is that people of Scheduled Tribes from other places are living here and it is necessary to reserve seats for them here also Tribe people. How this problem can be solved is to be seen and this is what I have said and nothing else. There has been change in the population of Scheduled Caste because some people of Scheduled Caste Community have converted into Buddhism and the moment they opt for conversion into Buddhism, they cease to be scheduled caste any more it is what has been assumed but we by making law in Parliament. ...*(Interruptions)* Please listen to what I am saying first then express your own views. We in Parliament,

toiled to enact a law to continue the help and assistance being provided to a scheduled caste person who opts for the conversion into Buddhism but at the time of census some called themselves as Nav Buddha. This does not make any difference in the number of persons of scheduled caste but those who called themselves Buddha only and that they are old followers of Buddhism; it is all happening because of them. It is also a problem. It has to be solved. If you do not listen to the problems which you have mentioned, then doubts will continue to remain in your mind. I accept my mistake that I could not make you understand well. I am saying that we will try to solve the problem unitedly. Some persons are building pressure to do it fast. We can do that fast but there should not be any mistake in that. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

*Demands for Grants on Accounts (Railways) for 2006-07 to be
submitted to the Vote of the Lok Sabha*

14.45 hrs.

**RAILWAY BUDGET, 2006-2007 –
GENERAL DISCUSSION**

AND

**DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS) – 2006-2007***

[English]

MR. DEPUTY SPEAKER: Now, we will take item nos. 11 and 12 together. Time allotted for discussion on Railway Budget is 12 hours.

Motion moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending the 31st day of March, 2007, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

No. of	Name of Demand	Amount of Demand for Demand for Grants on Account to submitted to the vote of the House
		(Rs.)
1	2	3
1.	Railway Board	14,16,73,000
2.	Miscellaneous Expenditure (General)	46,59,27,000
3.	General Superintendence and Services on Railways	359,62,02,000
4.	Repairs and Maintenance of Permanent Way and Works	659,72,21,000
5.	Repairs and Maintenance of Motive Power	355,94,07,000
6.	Repairs and Maintenance of Carriages and Wagons	717,86,62,000
7.	Repairs and Maintenance of Plant and Equipment	386,15,41,000
8.	Operating Expenses - Rolling Stock and Equipment	529,09,58,000
9.	Operating Expenses - Traffic	1778,54,77,000
10.	Operating Expenses - Fuel	1812,59,70,000

*Moved with the recommendation of the President.

1	2	3
11.	Staff Welfare and Amenities	289,92,42,000
12.	Miscellaneous Working Expenses	309,30,53,000
13.	Provident Fund, Pension and Other Retirement Benefits	1325,96,98,000
14.	Appropriation to Funds	3208,32,33,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	4,28,12,000
16.	Assets-Acquisition, Construction and Replacement	
	Revenue	8,33,33,000
	Other Expenditure	
	Capital	3926,07,57,000
	Railway Funds	2411,44,00,000
	Railway Safety Fund	118,47,00,000
	Special Railway Safety Fund	391,66,17,000
Total		18654,08,83,000

SHRI ANANTH KUMAR (Bangalore South): Thank you, Mr. Deputy Speaker, Sir. I rise to participate in the discussion on the Railway Budget. ...*(Interruptions)* Sir, we have just started the debate and the Railway Minister is going away from the House. ...*(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): There are two Ministers of State for Railways sitting here. ...*(Interruptions)*

SHRI ANANTH KUMAR: He should face the reality. ...*(Interruptions)*

MR. DEPUTY SPEAKER: The Ministers of State for Railways are here.

...*(Interruptions)*

SHRI KHARABELA SWAIN (Balasore): Sir, he is initiating the debate. How is it that the Minister is leaving now? ...*(Interruptions)*

SHRI ANANTH KUMAR: At the outset, the Railways should be given the vision and not the politics. Unfortunately, this Railway Budget presented by Shri Lalu Prasad. ...*(Interruptions)*

Sir, I rise to participate in the debate on the Railway Budget. Railways should be driven by and Railway Budget should be driven by a vision statement and vision document, but unfortunately, this Railway Budget is being driven by politics. I somehow feel that Shri Lalu Prasad's politics is off the track and his Railway Budget is also off the track.

14.48 hrs.

(SHRI DEVENDRA PRASAD YADAV *in the Chair*)

Yesterday in his Budget Speech, hon. Finance Minister has said that for this UPA Government, three things are important – growth, equity and social justice. But this Railway Budget does not have any direction of over all development and it does not have any social justice.

[Translation]

Development and social justice should go side by side. Common man is facing problems and special persons are given priority in Laluji's rail budget.

SHRI RAM KRIPAL YADAV (Patna): Your point is not impressive.

SHRI ANANTH KUMAR: I will tell what is impressive.

[English]

Railways are the lifeline of the country. Yesterday the Finance Minister was telling that GDP of the country should grow from 8.1 per cent to 10 per cent. The basic question before us is whether the hon. Railway Minister is considering Railways as a commercial transport system, organisation or a major instrument of development, social justice and national integration. The Budget he has presented before this august House is directed towards two major threats. One is the airways challenge, and the second is the competition from road transport. It cannot be called as the Rail Budget, but it can be called as the Rail Freight Budget.

When I was going through his proposal regarding the aam aadmi, the garib aadmi and kisan, he has said that he is going to introduce dynamic fare policy. I quote:

"...As per this policy, the rates for non-peak season, non-premium service and empty flow directions will be less than the general rates, and rates for peak season and premium services could be higher than the normal..."

It is not his innovation. This means, whenever it is peak season even the ordinary passenger in second class ordinary coaches will have to pay more. But let us go 50 years back. In 1956, Shri Lal Bahadur Shastri presented the Rail Budget. According to the Hindu, Shri Shastri, who presented the Railway Budget for 1956-1957, made no new proposal in regard to passenger fares. He said that it was the intention of the Government to abolish the existing 'third class' and rename it as 'second class' with sleeping accommodation in one or two separate coaches.

Shri Lalu should have remembered Shri Lal Bahadur Shastri, and his contributions to the dynamic fare policy. The report further states that: "He also announced that the Railways would in future issue concessional return tickets for the general public at one and a half times the single ticket fare between July 15 and September 30 each year. The return tickets would be issued for distances over 300 miles and with a graded period of availability varying with the distance." This innovative idea for the sake of aam aadmi, for the sake of garib aadmi was mooted by our former Prime Minister Shri Lal Bahadur Shastri. He did not moot this idea for the sake of the airway challenge because aviation companies are reducing their prices. The aviation

company fares are dynamic, and the Railway fares are static. But Shri Lal Bahadur Shastri introduced this dynamic fare policy with a human face, and with a concern for the common public.

I also want to bring to the kind notice of Shri Lalu what Shri Madhu Dandavate said in his Rail Budget. I am doing so because I want to uncover his mask.

[Translation]

I was having the opinion till now that thinking of Laluji has changed. But now it is clear that thinking of Laluji has not changed. He takes about the poor but accompany with the special persons.

[English]

Shri Dandavate while presenting his Budget said:

"Hon. Members of this House are aware of the new shift in the emphasis on provision of more and more amenities to the common passengers in preference to the affluent classes. In pursuance of this policy, I propose to provide a few more amenities to passengers in the coming months..."

"...in order to remove complaints from the lack of supply of drinking water in the trains, I propose to make special arrangements to ensure that all important trains will have the arrangement of water supply in the trains apart from water supply being arranged at the stations where the trains halt. For this purpose, I have decided that in all Mail and Express trains, drinking water will be provided in earthen pots, matkas and surahis with the facility of earthen tumblers and khullars..."

[Translation]

Where is your khullar and khadi? You have left khullar and khadi also and entered into air-conditioned cyber cafe.

[English]

"...While this should add to the convenience of the travelling public, especially during the hot weather, it will also provide an incentive to the cottage industries manufacturing potteries in consonance with the new industrial policy of the Government."

[Shri Ananth Kumar]

[Translation]

You have left khullar and khadi both. You have mentioned in the Budget 2004 but you have entered into air conditioned cyber cafe leaving both. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV: You don't travel by train but by aeroplane.

[English]

SHRI ANANTH KUMAR: I want to mention another former Railway Minister's proposal regarding 'aam aadmi'. Shri George Fernandes, when he was the Railway Minister, said:

"It is my conviction that the reconstruction of our country must aim at a certain level of egalitarianism. The existing disparities between the rich and the poor must be reduced to make that possible. Perhaps, nowhere else is this gap between the rich and the poor so markedly manifest as on the Railway system where alongside the luxurious air-conditioned first class is displayed the misery of those who have to travel in overcrowded second class coaches and even on roof tops after having paid for the tickets. It is as much to create an egalitarian atmosphere as to provide more accommodation in trains that I have decided to curtail production of first class coaches and build more of second class coaches with cushioned seats. But production units have been directed not to undertake any further manufacture of first class coaches except those on the assembly line whose configuration cannot now be altered. All new coaches from now on will be either second class general or sleeper coaches or air-conditioned coaches mainly comprising sleeper coaches and chair cars. This decision alone will provide over 15,000 additional seats during the next two years."

Whatever Budget Lalu ji has presented. This is marketing budget. Without rashtravadi vision, he cannot be coming to the rescue of the 'aam aadmi' or 'garib'. I want to remind him, through you, in this august House, that his dear friend, the former Railway Minister, and who is now the hon. Chief Minister of Bihar, in his Railway Budget, introduced Jan Sadaran Express from Delhi to Patna. Jan Sadaran Express is a super-fast Express, as you very well know, with unreserved compartments. But I do not know what are the proposals of Lalu ji for the

common man, for the aam aadmi and for the garib. He has come out with a new and novel idea, which is a cruel joke, of a fully air-conditioned 'Garib Rath'. I was talking to the Railway authorities about this.

15.00 hrs.

I was talking to the Railway authorities. According to them, the fare from Delhi-Patna on the Garib Rath, with 25 per cent concession as proposed by the hon. Railway Minister in this august House, would come to about Rs.600. The ordinary train fare between Delhi and Patna is Rs.200. When aam aadmi and garib aadmi cannot afford to buy an ordinary ticket of Rs.200 to travel, how can he pay Rs.600, three times higher, and travel in the Garib Rath?

[Translation]

Therefore, you should change name of that rath. You have provided 'Sastha Rath' for the rich and 'Mehanga Rath' for the poor. It is not Garib Rath.

[English]

What is the profile of railway passengers in the country? The hon. Railway Minister must be well aware of it. According to his own Budget speech, 1,60,00,000 people travel everyday on trains in the country. Out of them, 1,25,00,000 people, that is 80 per cent, are ordinary, second-class passengers. Only 35 lakh people, that is 20 per cent of the total commuters, are upper-class passengers. I do not see any proposal for improving their amenities, for improving their facilities.

Why did I mention the Budget speeches of Shri Lal Bahadur Shastri, Shri George Fernandes, Shri Madhu Dandavate and Shri Nitish Kumar? That is because their budgets were directed towards the ordinary passenger. I still remember, in 1977 Madhu Dandavateji introduced all-cushion second-class compartments, first time ever in India, in Gitanjali Express between Howrah and Mumbai VT. Unfortunately, Laluji's budget proposals do not have anything for the garib aadmi or aam aadmi.

I was making a chart of fares. What about the fares? There is no fare reduction for second-class passengers. There is no fare reduction for ordinary class passengers. However, there is fare reduction for AC first-class passengers by 18 per cent, and for AC second-class passengers by 10 per cent. What the 'Aam Aadmi and the Garib Aadmi has got?

You are going to commission architects to improve the aesthetics of railway stations. Fine! We welcome it. But, what about the waiting halls? How many waiting halls for second-class passengers are you going to construct? What is your proposal? There are no such proposals in this Rail Budget. Laluji was speaking of cybercafes. Cybercafes are welcome; we need to have forward looking but caring policies. But, what about toilets at railway stations? Railway stations are divided into A, B, C and D categories. You are taking care of railway stations of only A and B categories. What about C and D category railway stations? What will happen to them?

In the budget proposals the Minister has stated that ultra modern LHB design coaches with world class amenities will be introduced for Shatabdi and Rajdhani trains. We welcome it. But, what about the second-class unreserved coaches? What upgradation are you going to make in them?

In the last two years of Lalu ji's administration, unfortunately there is an emerging dichotomy. Mails, express trains, super fast trains, Shatabdi trains and long distance trains are getting precedence. At the same time, ordinary trains, passenger trains, mofussil trains and the short distance trains are getting reduced. Please explain this situation to the country. If you say that 80 per cent of the commuters, that is, 1.25 crore commuters are using the railway service a day and if you saying that you are for aam aadmi and gharib aadmi, why is this happening? Why is this dichotomy?

I am going to ask a very straight question. In the Budget proposal, the hon. Minister has said about e-reservation of the tickets in AC II, AC I and I Class, for which the additional charge is Rs.15; whereas for the ordinary and second class passengers, because of the hunger of Lalu ji for aam aadmi and gharib, it is Rs.20. It is Rs.20 for aam aadmi and gharib. We want information technology; we want e-governance. E-governance and information technology have already become a globalised phenomena. There is globalisation in those fields. But what we need is democratization. It should reach more and more people. But because of your discrimination, I do not think, anything will reach the common man. Therefore, I do not see any hope for the common man or the poor man in Lalu ji's rail. The entire cream – super fast express trains, fast express trains, Shatabdi trains, Rajdhani trains – has been given to the khaas aadmi.

I want to narrate an incident. In February, 1989 a

super fast train, Shatabdi, has been introduced between Delhi and Bhopal and the distance is 705 kms. In 1989, this super fast train used to take 7 hours, 40 minutes to reach Bhopal from Delhi. Take out the time-table to know as to how much it takes now, in 2006. It takes eight hours, 10 minutes. Why has the travel time increased after 16 years? What is the answer? What has happened to your superfast train? What has happened to your Shatabdi? What has happened to the speed of 130 or 150 kms. per hour? The answer is that you very well know that the traffic congestion is more. There is no growth of infrastructure as in civil aviation sector. Instead of 175 landings and take offs seven years back, now, we are handling 575 landings and take offs. Consequently, the infrastructure has not grown. The same thing is happening in Railways too.

Therefore, he is not going to give us the faster trains merely by making announcements about the express, super fast, Shatabdi and Rajdhani trains. Why is he then making announcements like this? I think, there is a trick behind all this. By announcing, he is converting ordinary trains and passenger trains into fast and super fast trains to get more money. Just by changing the name-plates from ordinary to fast or super fast or mail to express trains, they will accrue more revenue. The cost of the tickets will be higher. Therefore, it is an anti-people, anti-commuter, anti-poor and anti-common man Railway Budget.

Secondly, I also want to dwell on another important issue of 'derailed promises'. I will tell you how, every promise that he has made in the last two years, has derailed. The hon. Railway Minister has placed the Performance and Outcome Budget of Railways for 2006-07. What is the performance of Railways for 2004-05, 2005-06? What has happened to what you had budgeted for or announced? When I go through this document of Outcome Budget, Annexure 'C', it is an eye-opener. It is unfortunate to note that for astounding number of projects, target dates of completion have not been fixed. What is the fun of it? Then what is the sanctity of the Budget? I want to highlight some of the issues zone-wise. In the case of Central Railways, four out of five projects of new lines totaling 458.4 kilometres out of 486.45 kilometres, the target dates of completion have not been fixed. If they cannot fix the target dates or TDC for 458.4 kilometres out of 486.45 kilometres, what are they going to do? In the case of gauge conversion of 359 kilometres between Meeraj and Lathur, the TDC has not been fixed. In the Eastern region, three out of five projects, the TDC has not been

[Shri Ananth Kumar]

fixed for 476.75 kilometres. I can go on like this. For Northern Railway, the TDC has not been fixed for six special projects totaling 336.38 kilometres. The North-Eastern Railway and the North-East Frontier Railway are the main concern for this Government. That is their main claim. The hon. Prime Minister, day in and day out, comes out with a statement that his Government is ever ready to serve the North-East. The TDC has not been fixed for three out of four projects of new lines totaling 90 kilometres out of 101.89 kilometres. That means, they are going to complete only eight kilometres. This is the concern for the North-East!

There is a ROB on a national highway which has not been completed. No TDC has been fixed for that. Then, for North-East Frontier Railway also, on four out of eight projects, totalling 321.50 kilometres, TDC has not been fixed.

MR. CHAIRMAN: Mr. Ananth Kumar, how much more time would you take?

SHRI ANANTH KUMAR: I would conclude within 10 minutes.

MR. CHAIRMAN: There are a large number of speakers from your party. Try to conclude as early as possible.

SHRI ANANTH KUMAR: Sir, similar is the position about Southern Railway, South Central Railway, Western Railway, East Central Railway, East Coast Railway, North Central Railway, where no TDC has been fixed. For Mumbai, these four important projects are: Santa Cruz Borivili - Fifth Line; Thane-Mumbra – Fifth Line; Bhandup-Thane – Sixth Line; and Thane-Vashi in New Mumbai.

Similarly, for South Western Railway, about new lines, on four out of six projects, the target date of completion has not been fixed. They are: Kottur-Harihar via Harpanahalli – 65 kilometres; Hubli-Ankola – 167 kilometres; Bangalore-Satyamangalam – 260 kilometres; Shimoga-Talguppa line; and Bijapur-Gadak, where nothing has been fixed.

I want to give you the total because I have worked on the Outcome Budget. On 5,000 kilometres of new lines and 2,500 kilometres of gauge conversion, which had been started by the NDA Government, they have not fixed

the target date of completion. If they cannot fix the target date of completion for 5,000 kilometres of new lines and 2,500 kilometres of gauge conversion, then what is this Performance Budget?

Sir, in 2004, the hon. Railway Minister came out with one document: "Integrated Railway Modernisation Plan, 2004". I would like to know what has happened to that Integrated Railway Modernisation Plan. Have they buried it? Why have they shelved that Integrated Railway Modernisation Plan in November, 2005?

They very well know that there were two corridors. One was Delhi-Howrah via Patna. And, the other was the Bullet Train Corridor. This was the promise that they wanted to run the Bullet trains. They wanted to commission the Delhi-Chennai by 2009. But what has happened to that project? If at all, they want to take on the air challenge, it was already there in Vajpayee Government's Agenda, to provide the Bullet trains in this country.

Sir, during 1964 in Japan, from Tokyo to Osaka; during 1981 in France, from Paris to Lyons; from London to Barcelona; London to Marseilles, 300 kilometres per hour speed Bullet trains were there with special corridors. Even Taiwan, which is a small island country, is having a Bullet train.

Sir, there was a proposal in 2004 to have a Bullet train between Mumbai and Ahmedabad. Rathwaji, is present here; he must be aware of it. But now, the whole Budget has become Lalu-Velu Budget. There is so much of regional imbalance. We are happy about the new trains for Bihar, Patna. Trains have gone to Tamil Nadu; that is also a happy thing. But there are no projects for Karnataka; there are no projects for Andhra Pradesh; there are no projects for Kerala; there are no projects for their comrade friends from West Bengal; there are no projects for Madhya Pradesh; and there are no projects for Rajasthan. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV: How can you say that there are no projects? ...*(Interruptions)*

SHRI S.K. KHARVENTHAN (Palani): Earlier, Tamil Nadu had been totally neglected. There was nothing to Tamil Nadu. ...*(Interruptions)* You did not do anything during your time, for Tamil Nadu. ...*(Interruptions)*

SHRI ANANTH KUMAR: What has happened to Mumbai-Ahmedabad project? ...*(Interruptions)*

MR. CHAIRMAN: No cross talks please.

SHRI ANANTH KUMAR: Sir, there was also a proposal in 2004 for the Third Track Survey. I would like to know what has happened to that Third Track Survey.

I would, therefore, urge upon the hon. Railway Minister that instead of increasing the speed of the trains – Mail, Express, Superfast, Shatabdi – he should come out with Bullet Train Corridors one by one. It is high time that we launch bullet trains in our country.

Out of the 55 new trains that have been introduced, 15 of them go to Bihar. We are happy about it.

[Translation]

SHRI RAM KRIPAL YADAV: Why you are feeling pain for Bihar? Your Govt. had neglected Bihar.
...(Interruptions)

SHRI ANANTH KUMAR: We are happy about Bihar.
...(Interruptions)

SHRI RAM KRIPAL YADAV: If you are happy about Bihar then you should express thanks to Lalu ji.
...(Interruptions)

SHRI ANANTH KUMAR: We are giving thanks to Veluji and Laluji. ... (Interruptions)

[English]

MR. CHAIRMAN: Nothing will go on record except the speech of Shri Ananth Kumar.

(Interruptions)...*

SHRI ANANTH KUMAR: Twenty-one of the trains run only once a week. ... (Interruptions)

MR. CHAIRMAN: Nothing will go on record except the speech of Shri Ananth Kumar.

(Interruptions)...*

SHRI ANANTH KUMAR: Twenty-one of the trains run only once a week.

[Translation]

An interesting thing happened in this also after gauge conversion.

* Not recorded.

[English]

I want to bring this to the notice of two of our esteemed colleagues. Shri Lalu Ji has announced that there will be seven trains in 2006-07, like Nanded-Adilabad Passenger after gauge conversion. It is fine. But let us now look at gauge conversion aspect. Under gauge conversion in 2006-07, only Ajmer-Chitaurgarh of Ajmer-Udaipur is mentioned, whereas the others are left out. Where are the rest? Why is he taking the country for a ride?

There is no track but he has announced trains in those sections!

[Translation]

I remember a couplet also: "Wah re Laluji aapke khel, Jahan nahi track wahan pahuncha di rail".

[English]

He is not going to complete those seven gauge conversions, but he has announced trains for those sections in this Budget. He could have waited for the gauge conversion work to be completed.

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN': Lalu ji is expert in dodging.

MR. CHAIRMAN: Ananth Kumar ji you have spoken 40 minutes and 48 members of your party are yet to speak, so please conclude soon.

[English]

SHRI ANANTH KUMAR: During the NDA period, we came out with one of the watershed schemes, Special Railway Safety Fund. Atal ji gave Rs. 12,000 crore; and an amount of Rs.5,000 crore came from the passenger fare cess. There was a Green Box of Rs.17,000 crore for track renewal, signalling and various other safety measures. But this money is getting spent. What is alternative? How are you going to continue this Green Box? As this House is aware, whatever money that is given through the Budgetary provision to the Railways is a loan in perpetuity. They will pay interest on it in the name of dividend. Whereas, this amount of Rs.12,000 crore, which was given by the NDA Government was not the loan.

I would request that they may make provisions for track circuiting. At present the Government is circuiting

[Shri Ananth Kumar]

only 'a' and 'b' grade railway stations and not for 'c' and 'd'. During our regime we brought what is called as CAS, that is the Collision Avoidance System in all the aircraft. This Government has assured this House that as a safety measure it is going to bring anti-collision device based on GPS, satellite system. I do not know why it has not been brought for the entire country in one go.

There is no coordination between the Ministry of Railways and the State Governments. Our Andhra Pradesh friends will appreciate that the Velligunda train accident happened because of the non-coordination. It is not mandatory for the State Government to inform to the railway authority if some dam or tank is breached or tracks are submerged. Therefore, I urge upon that this coordination, passing on this information, should be made mandatory for the sake of safety of the passengers.

Other important issue is that of security, the incidents of violence that are happening on the railways. The armed men looted passengers of the Lucknow-bound Pushpak Express from Mumbai, allegedly threw three persons out of the running train and raped a woman near Vidisha, 60 km. from Bhopal. Though the incident took place late last night, railway policemen of Madhya Pradesh and Uttar Pradesh were still squabbling today on who should investigate, each side claiming that the incident occurred after the train had crossed the area under their jurisdiction.

There were only two armed guards on the train when there should have been at least five.

In the second incident, a 20-year-old woman was allegedly raped on the Mumbai-bound Pawan Express by a ticketless passenger last night. Although the woman informed Igatpuri railway police, action was taken only after the train reached Kalyan on the outskirts of Mumbai.

In the third incident, a 19-year-old girl who boarded the Howrah-bound Toofan Express at Azamgarh in Uttar Pradesh yesterday was repeatedly raped in a First Class coupe. The girl lost consciousness and was found by Railway Police personnel when the train halted at Madhupur in Jharkhand this afternoon.

GRP personnel who had detained a vendor on the charge of suspicion, later made the train stop at Chittaranjan, the next station, and took into custody three other vendors and a train ticket examiner. Another TTE had disappeared and the police were looking for him.

These are serious cases. What about the safety of the passengers in railways? What mechanism is the Government going to apply to safeguard the life and property and honour of railway passengers?

Lastly, I would like to touch the point regarding regional imbalance. I have already mentioned how the regional imbalance has been the main feature of this Railway Budget. Karnataka is one of the victims of this regional imbalance. Bijapur to Gadhak work has not been completed. Again Kottur to Harihar, Cuddalore-Chikmagalur, Chakleshpur-Hasan Bangalore via, Sravabelagola, Sideli-Ankola-Bangalore-Satyamangalam via Kanakapura, these are all pending projects. Bidar-Gulbarga new line is pending.

The hon. Prime Minister has said many times that Bangalore requires a metro rail. During Atalji's tenure as Prime Minister and when Shri Advaniji was the Chairman of the Group of Ministers, we had a detailed project report for metro rails for Bangalore, Hyderabad and Ahmedabad. They are pending before the Union Government, especially for Bangalore metro rail, a paltry Rs.30 crore have been proposed in the Union Budget. Delhi Metro again which was conceived and implemented by the NDA Government under Shri Atalji and Shri Advaniji who had inaugurated it, for that project the sharing between the Government of India and the Government of Delhi is 50:50. When that is the sharing pattern for Delhi Metro, I think the same sharing pattern should be adopted for the metro rails of Bangalore, Hyderabad, Ahmedabad and Mumbai. Therefore, I urge that more money should be allocated in this Railway Budget for the metro rail transportation in various metropolitan cities.

As this Railway Budget is a rail freight budget, there is a mention of freight corridors. In that freight corridors also, there is a huge politicking which pains us. The Economic Survey has said that the high density network connecting four metro cities – Chennai, Delhi, Kolkata and Mumbai including its diagonals popularly called the Golden Quadrilateral has got saturated at most locations. Mumbai-Delhi and Mumbai-Howrah route has very high capacity utilisation. It also says that additional freight corridor along with accelerated programme of containerisation could contribute towards increase in the share of Railways in non-bulk traffic and create capacities to meet the expected annual demand. Additional dedicated freight corridors are proposed in the first phase between Delhi-Mumbai and

Delhi-Howrah. Delhi-Mumbai is 1340 kilometres and Delhi-Howrah is 1450 kilometre route. The Indian Railways has commissioned a feasibility study.

In the Railway Budget that has been presented to this House, the hon. Railway Minister has said that in the first phase of the Eastern corridor project, a separate freight corridor will be built from Ludhiana to Somnagar via Ambala to Saharanpur-Khurja-Allahabad. It will also be extended up to ports in West Bengal, as per traffic needs. But the traffic is there only. According to the Economic Survey, the eastern freight corridor starts from Kolkata and the western corridor starts from Mumbai JNPT.

He has further said and I quote:

"At the appropriate time the Western corridor will start from Jawaharlal Nehru Port and will be routed via Vadodora, Ahmedabad, Palanpur, Jaipur and Rewari to Tughlaqabad and Dadri."

Why have these two important Western and Eastern freight routes not been taken? The hon. Railway Minister has taken one of the diagonals and I welcome that. But in the scheme of Golden Quadrilateral, for the freight routes, for the freight corridor, most important are the Western and Eastern Corridors.

Our comrades

[Translation]

They show green flag inside and red flag outside, that is another matter.

[English]

It is a clear case of politicking. The Railway Minister should have considered starting freight corridors from both the East and West coasts. This has not been done. Ultimately, the Budget that has been presented by Shri Lalu Prasad Yadav is short-sighted one, just like his politics. This Budget is off the track. There is no commitment for the aam and graib admi. It is only for khaas aadmi.

[Translation]

SHRI RAM KRIPAL YADAV: 87 per cent people of the country travel by rail. ...*(Interruptions)*

SHRI ANANT GANGA RAM GEETE (Ratnagiri): Where

the kullarh has gone? Lalu ji has shifted from khullar to cyber-cafe. ...*(Interruptions)*

SHRI RAJIV RANJAN SINGH 'LALAN': Where that khullar has gone? ...*(Interruptions)*

[English]

SHRI ANANTH KUMAR: It is only a dukandar's Budget of nibbling and playing with freight rates, and increasing axle freight package. But the Railways has a very major role to play in the national development activity. The Government needs to come out with a vision of 2020, at least for the next five years. This budget lacks that vision. It is short-sighted and anti-people.

[Translation]

MR. CHAIRMAN: Now you conclude. You have taken 50 minutes.

[English]

SHRI ANANTH KUMAR: Sir, with these words, I would once again like to urge upon the Union Government, the UPA Government in general and the Railway Minister in particular to make the necessary corrections in the Budget and come before this House.

MR. CHAIRMAN: Hon. Members, I have a list of 100 speakers. All are requested to speak according to the allotted time of their parties. Those who want to lay their speeches on the Table of the House, can do so. It will be treated as part of the proceedings.

[Translation]

CHAUDHARY BIJENDRA SINGH (Aligarh): Mr. Chairman Sir, I am grateful to you for giving me an opportunity to speak on a subject like rail. The reality is that a person can feel the pains of other people if he himself likes in the same environment. In fact, Budget presented by any Government and department shows the capability of fulfilling responsibility and action of the Minister of that department and action of that. The Rail Budget is a historical one. No any aspect affecting Rail Budget has been left in this Budget. No increase in rail fare and freight has been done in spite of increasing electricity rates and prices of diesel even after presenting the Rail Budget two times. Therefore, I congratulate Lalu Ji, the Govt. of UPA and Sonia Gandhi Ji for not increasing the freight rates and passenger fare even after adverse situations.

[Chaudhary Bijendra Singh]

Therefore, it is a people friendly Budget. My friend Anant Kumar Ji, who is a wise person had said that this Budget is neither foresighted nor having any direction. I want to tell him that it is a foresighted budget and also having direction. Data prove results of the Budget for the year 2004-05. I want to tell the House regarding history of rail and its role alongwith having discussion regarding this Budget that rail is an important department. For the first time rail service was started 153 years ago from Mumbai to Thane covering a distance of 21 miles. After about 100 years and as on date rail is running on 64,455 km. Long route. Besides this there are 4,97,851 goods wagons, 4263 passenger bogies and 7910 rail engines till date. Indian railways has become the basic life line of whole country by carrying passengers and goods on a large scale. Economic, industrial, agricultural and social development depends on Indian railways to a great extent.

Sir, Anant Kumar Ji was just telling that rail Budget is lacking foresightedness. But I want to tell him that Rail Budget, 2005-06 has expressed faith among the people, therefore this Budget will give direction to the people and have more faith in them also. Besides it is clear that the data provided by the railways last year are authenticated and they prove that this budget of Lalu ji is a positive one, people oriented and ambitious budget. Once again, this railway budget has expressed confidence in the public. Railway budget of 2005-2006 has been very important. During this period, all efforts were made to achieve the freight targets. Since April 2005 – till date 4,0401.09 million tonnes of goods were transported, which registered an increase of 9.79 percent. During this period the income from railway freight increased from Rs. 22073 crores to Rs.26075 crores which again registered an increase of Rs. 4002 crore that shows an increase of 18.1 percent. In the same way, during April-December 2005 passenger traffic in railways was 4395 million, whereas in the last financial year in the same period it was 4125 million. The income in this area too increased from Rs. 10,440 crore to Rupees 11,128 crore, i.e. there is an increase of 66 percent. Anant Kumar ji, if there is an increase in the income then it proves that the last years railway budget was very much popular and public oriented. If there was no increase in the income, if there was no increase in the freight income then we would have hesitated to say that nothing have happened. I was thinking that you are a senior and learned member, and you will speak on the basis of the data, but

you were jeeringly saying that this railway budget is influenced by the politics. But, it seemed to me that every word spoken by you was inspired by the politics.

Railway budget 2006-2007 is a historical and public oriented budget. It is very clearly mentioned in the budget, how the income of the railway will rise, how public interest will be taken care of and how facilities would be provided to the passengers. The reduction of the A.C. first class fare and A.C. second class fare by the Railway Minister should not be taken as relaxation for the upper class people. It is true that it will be also beneficial for these people but the seats which remained unbooked, not they will be occupied by the passengers of the lower class and they can travel on them. This will result in increasing income and increasing facility for the passengers, you forget to speak as now. You should have spoken it this regard.

The problem of unemployment is getting worse to worst in our country. During your regime you did not keep any of your promises and its result is that you are now sitting in opposition. But in this railway budget the Railway Minister has promised to give ticket booking agencies to the unemployed. This will result in giving employment to the unemployed and people will also get ticket booking facility.

It has been said to provide food and bedding in all mail and express trains, you were only making promises in your tenure of seven years and lost elections, but you never thought how much important is our railways department. In only 17-18 months period of UPA government we have proved how much public oriented department railways is. It is because of this only that the Railway Minister in his railway budget has announced to do arrangement of food and bedding in these trains at high level. He has proved it in reality and it is a fact too. Even a common man is influenced by A.C. culture. He too wants to travel in A.C. Coach. Why he can not, be too has a will and he too needs facility. Therefore, this UPA government after consultation with Lalu ji and Sonia ji decided to run "Garib Rath" for the benefit of the poors and for this they must be thanked. Speed of Rajdhani trains too have increased, it will save time of the passengers and will help in reducing the pressure of increasing passengers on trains. It will help in running more trains on that route. It will ease pressure and order will be maintained too.

Deihi-Kanpur-Lucknow Shatabdi will run with an accelerated speed. Reservation counters will be opened

for reservations. It was being demanded for a long time. Our learned colleagues have too demanded it time to time. They have done a historical work by completing the public oriented and beneficial works.

This budget has taken proper care of health sector too. Previously too it was planned to open health centre and hospitals at a few places, now it is being extended further. Railways is a big department and lakhs of employees work here and number of accidents are also increasing. It was very essential to increase health services for solution of these problems.

Coaches in 150 local trains will be increased. When population is rising then announcement of coaches in one hundred and fifty local trains is a welcome decision and will help in easing woes of common man. It is a historical announcement.

Gangman is at the lowest among the salaried class. NDA government did not think about him. The UPA government understood their problems and have done arrangements of uniforms for them and have done arrangement of foods for them too. If poor gets bread and shelter then no scheme is bigger for him.

Running of Double decker goods train in a fortnight is one of the biggest arrangement. Railways is earning profit from the time Lalu ji has become Minister of Railways. Earlier all types of goods were transported through trucks. But, later on the schemes which we introduced, gave incentives for transportation of goods through railways and it resulted in increasing its income. This double decker goods transportation service is a historical step and I want to congratulate this government for introducing this system.

Uttar Pradesh does not belong to Hon'ble Sonia ji alone. It is a very big state where he has announced to operate twenty new trains. We all colleagues on behalf of ourselves and on behalf of Madam like to thank the Hon'ble Minister. Apart from this 9 trains will run from Uttar Pradesh. He has given trains to Uttar Pradesh not because it is a state represented by Madam but he knows that during the tenure of NDA government Uttar Pradesh was deprived of development. Today Hon'ble Lalu ji has taken steps for development of Uttar Pradesh and we all Members of Parliament are thankful to him.

When Hon'ble Lalu ji was presenting budget in the House at that time Hon'ble Malhotra ji had said that there are mere paper announcements. He had asked from where

the money will come for fulfilling all these announcements? I want to tell from where the money is earned. 64 paise comes from goods transportation, 29 paise from passenger fares, two paise from income of other coaches, two paise from other miscellaneous income and three paise from various income. Thus, 100 paise are added in our income. He had asked where it goes? Thirty paise are spent on employees salary and allowances, 14 paise on pension fund, five paise on dividend, five paise on depreciation fund and two paise on special railway review fund, four paise on lease surcharges, five paise on stores, two paise on development fund and nine paise on miscellaneous expenses.

In the way, income and expenditure has been earmarked in this budget, it clearly suggests that all the announcements being made by Lalu ji in this railway budget will be fulfilled completely. For this, the most important thing is arrangement of finance. When we have the resources for collecting money, then we expect and believe that whatever you will say, you will definitely fulfill it. I also want to highlight same other aspects of railways, through you. Electrification is going on in our country at large scale. Railways has stressed on electrification to tackle the rising prices of diesel and our dependability on others and problems associated with it. During the seventh five year plan only 8252 kilometre of railway line was electrified in 1990. By 31st March, 2005 and till date 70268 kilometer of railway line has been electrified. So, around 27.33 percent of railway line among the total railway lines have been electrified. Sir, a great historic work is being done through electrification. It would save a great amount of money as well as the time. The most important point is that pollution free trains will run. We would be able to get rid of pollution which has become a very big problem of our country. More important than this is that I would like to congratulate the Chairperson of UPA Smt. Sonia Gandhi, Prime Minister Manmohan Singh ji and the Minister of Railways that they have tried their best to make provisions in the budget for such trivial matters. As Hon'ble Minister of Railways has said in his speech that to reduce the long queues of passengers at the counters which some times lead to arguments among the passengers, he would make arrangements. The Railway, however needs developments in many areas but the hon'ble Minister of Railways is running the railways without making any raise in the railway fare and on no profit no loss basis. It appears to be very negligible but the hon'ble Minister has taken it very seriously because we should dedicate ourselves for the cause of the poor also. Their

[Chaudhary Bijendra Singh]

problems should be solved. If we look at the year 2005, we find that alongwith the improvement in the employee railway medical facilities, 197 accidents out of 234 accidents has occurred due to human error. The passenger needs rest and an effort has been made in budget special speech to do something in this regard. The Deptt. of railways has not lagged behind in creating social structure and in building the nation. We have a nation having different languages and different states but India is one. The people of different states, different languages and of different food habits while traveling, come close and express their cordial feelings towards one another and thereby strengthening unity and integrity. This is the reason that our UPA Government has started two trains to create coordination and fraternity between India and Pakistan and a good message has gone to the society through these trains and the people of both countries have respected it. The UPA Government has started a new train from 18th February 2006 to improve relations between India and Pakistan. The name of the train is Thar Express which runs between Munabao in India and Khokrapar in Pakistan once a week. Earlier a train was started by the congress government. The name of the train was Atari Express and Samjhauta Express. There is no area left in which the Deptt. of Railways have not contributed its lot. Our learned colleague has just left. I would like to attract your attention through figures. N.D.A. Government came to power in the year 1998. The Revenue receipt was thirty thousand two hundred and thirty four crore in the year 1998. It was thirty three thousand eight hundred fifty crores in 1999. Thirty six thousand eleven crore in 2000, Thirty nine thousand, three hundred fifty eight in 2001, Forty two thousand seven hundred, forty one cores in 2002-2003 and forty four thousand nine hundred and eleven crores in 2003- 2004. Now it is forty thousand forty seven crores in 2004-005. It is a proof in itself that the facilities given to the people and for carrying freight have resulted into the revenue increase. It is an example of our modus operandi. I would like to thank Shri Lalu ji for this.

At present our colleagues are not here. It is true that I do not enjoy my speech when the front benches are vacant. He was just saying that there is nothing in railway budget presented by Shri Lalu ji. It is simply a Pandora's box. 4100 passenger coaches were manufactured in seven years time i.e. from the year 1998 to 2004. Shri Lalu ji made it possible to manufacture 1428 railway coaches during 2004 to 2005 during one year only. It is a figure of

one year and our capacity would be atleast one and a half time more if we multiply it by seven. It is a salient feature of our budget. All this was done in terms of passenger coaches. The N.D.A says that the tasks they have accomplished from 1998 to 2004 in public interest have been taken up by the U.P.A. Government in any of its budget. They manufactured 4100 passenger coaches from 1998 to 2004. While we manufactured 1428 passenger coaches in one year. They manufactured 1202 coaches for electric trains from the year 1998 to 2004 while we manufactured 94 coaches for electric trains in the year 2004-05. It would be equivalent to seven hundred if we multiply it by seven. There is one more important point. 412 km of railway tracks were electrified from 1998 to 2004 while the U.P.A Government electrified 244 kms of railway track from 2004-2005. If we consider it in terms of seven years period, our capacity will be more than one and a half times.

During N.D.A. Government's tenure the dividend was 1355 crores in the year 2001-2002 and it was 1115.4 crore in the year 2002-2003 and 1099 crores in 2003-2004 but under the U.P.A. Government it was 2074.23 crores. It is estimated to be about 438.44 crores in the year 2004-05. We can say that the dividend of railways under the U.P.A. Government increased upward. It proves that our budget was in the interest of public and it was also good for our economy.

The revenue in terms of freight carriage was 24845.4 crore rupees. The total income from railway traffic increased from 37837.59 crore rupees to 59978 crore rupees. Earlier it was 36393.21 crore rupees but now it is 50397 crore rupees.

Now I would like to attract the attention of Shri Lalu ji towards my constituency, Aligarh. Aligarh is a historical place. World renowned muslim university is there. The students from about thirteen countries study there. The head of states and the head of the Governments from many countries visit the University. Aligarh is also an industrial city. Last year I had requested in my speech that Aligarh is a historic place and a lot is required to be done there. Many trains go to Bihar via Aligarh as it lies in the main route. We had demanded a stoppage at that time also. I want Lalu ji to take cognizance of the fact that ten thousand students from Bihar study there. It has been demanded from Lalu ji again and again. He has also given us an assurance. Lichhvi Express 4005 UP and 4006 Down do not have a stoppage there. Mahabodhi Express 2397 UP and 2398 Down, Gorakh Dham Express

2555 UP and 2556 down, Sampark Kranti Express 2557 UP and 2558 down are there.

16.00 hrs.

After this Shivganga train 2559 UP and 2560 down passes from there. Three to four Rajdhani Express trains pass from there but no Rajdhani Express has a stoppage there while it is an important place and industrial city. I request that atleast one Rajdhani Express train should be given a stoppage there.

I would like to attract your kind attention to provide public convenience at Aligarh Junction Railway station for passenger. UTS facilities should be made available there. Electronic coach and electric system is not available at Aligarh railway station due to which common people have to face difficulties. A number of accidents have occurred at important platforms no. 2, 3 and 4 of Aligarh junction railway station. We demand that they should be streamlined. More over, inquiry office and ticket counter, which are situated at the north-east side while these offices should be situated close to the platforms. I demand that Hon'ble Minister of Railways Shri Lalu ji should take action to provide these things at Aligarh.

Beside, I want to mention one more point even after fifty years of independence only one train runs between Aligarh and Bareilly. Till date neither coaches and the number of trains was increased nor were electrified. We want that these matters should be taken seriously and a provision should be made in the railway budget to increase atleast coaches or trains facility there.

One more submission at my end is that Aligarh is a highly congested city and there is a university also and approximately seven lakh people live in this city. A number of accidents have taken place there resulting in the death of many people. There are difficulties in constructing over bridge or over bridge along with boundary, so my request is that a under ground sub-way may be constructed there, which will not only save the time but also provide safety to the people. Concluding my speech with these words I want to say two things:

*Wo Kya Jane peed parayee
Jiske pair na phati biwaiyee.*

A person knows the problem of his surroundings and lives to solve them. At the same time I want to say that:

*Na Soorat buri, na seerat buri hai
bura to woh hai jiski neeyat buri hai*

You may note that now our honourable minister, honourable Prime Minister, Shri Manmohan Singh and Smt. Sonia Gandhi have good intentions which one reflected in the railway budget, to make it a useful, people-friendly and popular budget. A budget better than this one has never been presented nor is likely to be presented in near future. With complete optimism and belief I would like to extend my thanks to Shri Manmohan ji, Shri Lalu Prasad ji and Smt. Sonia Gandhi ji. ...*(Interruptions)* They have left. They were saying that only Bihar and Patna are my priority areas. Honrouble Minister of Railways, Shri Lalu Prasad ji, he has got his fears that your good performance may drive him out from this place also. He knows that his performance has been lower than yours. That is why he dreads you.

With these words I conclude.

*SHRI GIRDHARI LAL BHARGAVA (Jaipur): Sir, I would like to draw your attention to the following items of work:-

1. A new train may be stated from Jaipur to Chandigarh for which demand is being repeatedly made as the people of Jaipur have to face many difficulties to go direct to Chandigarh.
2. Adding an additional coach for the traveller of Jaipur to Delhi-Ahmedabad bound train which has been extended to Haridwar is necessary.
3. Stoppage for the Jaipur-Mumbai Express train no. 2955/2956 and the Jaipur-Bandra Express train no. 2980/2979 may be provided at Vapi station and at the same time this train should run daily as the tourist places, Daman and Diu are close to Vapi station. In absence of a stoppage at Vapi the tourists have got down at Surat or Walsad station then they come back to Vapi station.
4. A new Jan Shatabdi Express train may be introduced between Delhi and Jaipur for the convenience of the passengers.
5. The gauge conversion of Ajmer-Chittourgarh railway line be completed at the earliest, so that the route may become short and direct.
6. The Udaypur-Delhi bound train may be run via Jaipur.
7. Doubling of Jaipur-Ahemdabad railway line should be given proper importance.

* The speech was laid on the Table.

[Shri Girdhari Lal Bhargava]

8. Sub-urban station should be made in Jaipur, Ajmer & Jodhpur cities and affordable hotels be opened in these cities and also in Bikaner.

* SHRI CHANDRABHAN SINGH (Damoh): Sir, I would like to draw your attention to the following items of work in my constituency of Damoh:

1. The survey of Jabalpur-Damoh-Panna has been completed at a cost of Rs. 444 crore, some funds should be given for this purpose in this very supplementary budget.
2. State the progress of the Damoh-Kundalpur rail line survey which was included in the budget of last year and fund be provided in this budget for this purpose.
3. Damoh Railway station was declared a model station and work on the same may be started by allocating the fund in this very supplementary budget session.
4. Stoppage for the Chhattisgarh Sampark Kranti may be given at Damoh station.
5. Stoppage for the Jabalpur-Kota Express no. 1469-1470 and Sambalpur Express no. 8407-8408 may be given at Pathariya Railway Station.
6. Stoppage for the Vindhyachal Express train no. 1271-1272 at Chatera & Sagauni stations may be restored.
7. In addition to providing stoppage for the Bilaspur Bhopal fast passenger train and a booking counter may also be provided at Gopal Patti station.
8. Damoh-Beena passenger train may be extended from Beena to Bhopal.
9. Bilaspur-Rajasthan Express may be run from Beena via Katni, Bilaspur & Raipur.

[English]

*SHRI SANTASRI CHATTERJEE (Serampore): Hon'ble Sir, I may kindly be permitted to lay the following speech on the Railway Budget for 2006-2007.

- (1) In the Budget nothing has been mentioned about improvement of suburban rail services in West Bengal. So far Howrah and Sealdah are concerned

number of commuters is on the rise causing serious inconveniences to the passengers: Particular mention may be made about the plight of the commuters of Dankuni local which runs from Dankuni To Sealdah. It may kindly noted that with the introduction of Metro Railways from Dum Dum Junction and the construction work of the second Vivekanand Bridge and following further rise of commuters, this section merits serious attention of the Hon'ble Minister.

- (2) In the Eastern and South-Eastern Sectors some railway stations are to be identified for making them modern one. Particular mention may be made about Serampore, Sheoraphult, Dankuni, Janai in the Eastern Railway and Bargachia, Pantihal in South Eastern Railway. A station at Santoshpur in Howrah-Amta section may kindly be considered to cater to the needs of lakhs of villagers.
- (3) Completion of the railway projects from Bargachia to Champadange via Jangipara be taken up without delay and necessary funds be released.
- (4) A proposal for a new railway line from Dankuni - Seakhala via Furfura be taken up on a priority basis. Furfura as the Hon'ble Railway Minister might be knowing is a holy religious place for the Muslim Community of India and abroad. This place draws a huge crowd during festivals.
- (5) Some arrangements for stoppage of some Mail/ Express Trains at Serampur Railway Station be made for the convenience of the vegetable merchants who supply their products in other states.
- (6) Water logging at the underpass of Serampur Railway Station is a serious problem causing untold hardships to the passengers. The situation merits an early action on the part of the authorities concerned.
- (7) Some more flyover projects namely Baidyabati, Rishra etc. in the Eastern Railway may kindly be taken up.
- (8) Railway land which is supposed to be used for commercial purpose may be handed over to Cooperative Societies which may give scope for employment to a good number of youths.
- (9) As assured by the Hon'ble Minister, the Scheme for Rehabilitation for a good number of railway hawkers be implemented in no time.

* The speech was laid on the Table.

Sir, I thank you for giving me this opportunity.

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Chairman, Sir, I am grateful to you for having given me an opportunity to speak on Railway Budget. Railway Budget 2006-07 provides for an allocation of Rs. 33,746 crore. It is true that it is 32% more than last years allocation, meanwhile, when the Hon'ble Minister of Railways, Shri Lalu Prasad Yadav replies, I would like to ask him as to how the Railways would meet 46 percent of it from its internal resources. I think balance amount will have to be borrowed from the General Budget. Further, how the railways would generate resources to achieve its targets? I would like the hon'ble Minister to make it clear in his reply.

The hon'ble Minister has made a provision of Rs. 1510 crore in the Budget for laying new lines, Rs. 1300 crore for conversion of meter gauge into broad gauge and Rs. 1052 crore for doubling of lines. In modern era, electricity is the lifeline of railways as it brings down the operational cost and also enables railways to run high speed trains, whereas, a provision of only Rs. 226 crore has been made for it. I do not find it justified in any way. There is a need to allocate more funds under this head.

The Minister of Railways, while referring to accidents in railways, stated that the number of accidents has come down to 234 from 473 in the year 2001. I would like to know how much funds have been spent on safety in railways out of the total amount provided in the Budget between the year 2001-2006 and also the percentage decline in expenditure under the said head. He has further stated that all safety measures will be completed by the year 2008 out of Railway Safety Fund. I would also like to know as to how it would be able to complete all safety measures within remaining short span of one and a half years?

Mr. Chairman, Sir, I would like to say that one third rail accidents occur in the absence of timely renewal of tracks as these cater to very large number of trains. Around 50 thousand rail bridges have outlived their age. There is an urgent need for renewal of 12 thousands kms of tracks. One can easily have a glimpse of safety in view of the fact that in the year 2005 around 400 commuters traveling in local trains either slipped while boarding or alighting from the train or collided with train and died in Mumbai. There is a need to retire 35 thousand bogies.

The hon'ble Minister has emphasized on increasing

the speed of trains, especially those of Express Trains. Meanwhile, Shri Laluji, I would like to make a mention of certain trains whose speed. ...*(Interruptions)* Laluji, you are not listening to me. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV (Patna): He is talking about you Mr. Minister.

SHRI RAMJI LAL SUMAN: He has felt the need to increase the speed of only Express Trains, but what is the condition of some other trains. I would like to give an example. A train running between Tundla to Etah, a distance of 66 kms takes 4 hours to reach. In view of its such a slow speed, local people call it 'Itminan Express'. I think there is a need to increase the speed of such trains. Further, on the one hand the Ministry boasts expanding its capacity, whereas, on the other hand the Ministry is eager enough to hire services of private sector. In the beginning, people liked his move for switching over to Khadi, Kullhar and Chhach, but, now he seems to have been swayed by the wind of change. I think cyber cafe, ATMs would render more people jobless. I would humbly like to say that main motive of private sector is to earn profit, therefore, why do not the railways try to embark upon the work it wants to outsource to the private sector.

The Government have committed to provide additional coaches with certain trains to decongest the rush. Further, it will help in clearing waiting list. My submission is that until and unless the caucus involved in black-marketing of reservation tickets is broken, waiting list cannot come to an end. Therefore, there is a need to streamline reservation system, merely providing additional coaches is no solution. Therefore, there is a need to nab the racketeers.

As it is proposed to add more bogies, thus, there would be a need to lengthen the platform. In view of proposal relating to providing additional coaches with certain trains, the length of around 450 platforms will have to be increased, for which the budget has a provision of only Rs. 60 crore. It is not possible in any way to complete the said task within this amount. A provision of mere Rs. 60 crore for increasing length of 450 platforms sounds illogical. There is a need to hike this amount.

In his budget speech the hon'ble Minister of Railways said that the railway fares will not be increased. It was praised by each and everyone, but he has increased the fares quite cleverly. He has upgraded 200 trains to Super Fast trains, wherein, a commuter will have to pay a

[Shri Ramji Lal Suman]

surcharge. He categorically says that the fares have not been hiked, but he has cleverly done so in the form of surcharge in Super Fast trains. He has a rural background, but he has provided facilities for AC I Class and AC II class travellers and a common man cannot afford traveling in AC class.

Sir, a large number of rail routes are loss making ones. The Budget does not contain any initiative for making such routes into profit earning routes. What is the modus-operandi of the Government? The Government have permitted operation of containers to the private sector. 14 parties applied for said contract and they deposited Rs. 540 crore with the Government. But no further progress has been made in this regard. There is a need to give a serious thought to it. Transparency should not just be talked, it should be reflected in actions. Budget makes no clear mention of laying of new railway lines and gauge conversion. The Hon'ble Minister has stated that the railway need new technology for improving the functioning of railways, but it would encourage mechanization and ultimately mechanization will result in loss of man-power.

Sir, the Government itself have admitted that the headcount in railways has decreased by one lakh, 45 thousand during recent years. If current trend continues, the social face of railways will get entirely changed. On 26th February, ten thousand recruitments were scheduled to be made in Lucknow. 6 lakh candidates applied for said posts. But, see the irony, the question paper for said recruitment exams was leaked out and Railway Task Force unit of Uttar Pradesh got an inkling of it. When the question paper was distributed for the examination it turned out to be the same paper which was leaked out. The said paper was sold for rupees one and a half lakh to Rs. 2 lakh in Lucknow. No doubt, the Government took action against the persons who leaked out the paper and arrested 18 people, but what was the fault of the poor candidates who had come to take the examination after spending money on their travel and had completed all the formalities. Sir, it is requested that whenever the exam for Group 'D' will be conducted and lakhs of people will participate in it. Some arrangement should be made so that those people do not bear the expenditure to appear in examination. Just a few minutes back Sh. Bijender Singh Ji was speaking that this is a good rail Budget. The Minister has also been gracious towards U.P. He has shown the more grace for Sonia Ji's area. He would have been kind had he been gracious towards Western U.P.

It is my humble request that the Government should check whether the earlier projects have been completed or not, instead of declaring new projects they should pay heed towards the completion of ongoing projects. So, time bound programme should be chalked out for new projects. Generally, the people for whom the projects were sanctioned remain deprived of their benefit and the cost of project also accelerates. While speaking on the supplementary demands, Minister of Railways had said that the Gajroula-Sambhal rail line will be constructed, but the work of the line has not even started till now.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD):
Survey of this work yet to be done.

SHRI RAMJI LAL SUMAN: You please arrange the survey work so that formalities may completed. Similarly Guna-Itawa rail line had also been declared and the execution of the work is going on at a very low pace. The most important point is that the foundation of Mainpuri-Itawa rail line had been laid by this the excellency, President of India two years ago but the work has not yet been started. The foundation of rail line between Itawa and Agra was laid by Sh. Atal Bihari Vajpayee. The project cost of this rail line is Rs. 215 crores but it is clear from the pace of ongoing project that it would not be completed in next ten years.

SHRI LALU PRASAD: Had the foundation of the rail track been laid?

SHRI RAMJI LAL SUMAN: The foundation was laid and the work was also started. The Minister of railways knows the importance of Agra and Firozabad. Agra for Taj Mahal & Firozabad for its bangles are famous all over the world. Lack of better rail services has put an adverse impact on them. Due attention has not been paid towards the people of these cities. Similarly, there was a proposal to run a train between Mathura-Alwar-Jaipur and the passengers have also demanded to run an EMU train on this route but even after being the long standing demand, the train was not sanctioned for the said route.

Mr. Speaker, Sir, I can say with certainty that this rail budget has disturbed the regional balance. It has, indirectly put our adverse effect on the pockets of the poor.

[English]

SHRI P. KARUNAKARAN (Kasargod): Thank you, Mr. Chairman, Sir. Our hon. Railway Minister has presented the Railway Budget before this House a few days back.

There are a number of issues included in the Budget such as new railway lines, new trains, modernisation and issue of privatisation. The Railways have become a profit-making public undertaking. About Rs. 11,000 crore are there on its profit side. During the time of NDA Government, it was not even able to give dividend. We also welcome the 50 per cent reservation for the farmers and dairy products. These are all the welcome steps that we see in this Budget.

At the same time, I am really not so happy to welcome this Budget this time especially from the point of view of Kerala State. I would be happy if the Railway Minister gives the reply but I do not know whether we will be really happy. I do not know whether the Government is so serious to pass this Budget in this Session itself. It is because the needs and just demands of the people especially the people of West Bengal, Kerala and of many other States are disregarded by this Government. I do not know why it is so. I cannot understand why such intentions or motives have come especially when we are all supporting this Government.

Besides the General Budget, it is the privilege that only the Railway Minister has got to present a Budget which is discussed. No other Minister has got such a privilege. So, the Railway Minister has to rise to the occasion to address the issues of each and every State at the State level as well as at the national level. We know that India is a vast nation with complex peculiarities such as uneven development, local feelings etc. We have the experience of the terrorist activities and the secessionist activities in India. We are not at any ground compromising with them. At the same time, when we go to the history, and find out the root cause of the things, we are compelled to admit that in some cases their just demands are not tackled in time and sometimes they are crushed with force.

So, we have such enough lessons to study. I do not want to go into the details. Justice has to be seen in the overall view. What we need is a perspective and balanced approach towards the economic growth of India.

Sir, infrastructure is a pre-requisite for any development in any nation. No doubt, Railways are the most important infrastructure as far as the growth of the industrial sector or assistance to agricultural sector is concerned. Also Railways are the cheapest transport facility. So, the Government has to take such a balanced approach towards these issues. The Government has to see whether that is seen in this Budget or not.

16.21 hrs.

(Dr. LAXMINARAYAN PANDEY *in the Chair*)

Sir, Railways are the biggest public undertaking in India. They have a very broad network and they maybe the first or the second in the world. They have 14 lakh work force in day-to-day activities. I would like to share the views of the Railway Minister and also to congratulate the Railway workers because they have been doing such a remarkable work for the development of the nation. At the same time, we know that some years back there were 19 lakh or 20 lakh workers in Railways. Now, it is reduced to 14 lakh. So, there is a reduction of five lakh or six lakh workers. It means that there is a loss of, at least, thousands of workers of SC and ST under the reservation norms. It is just because of the new policy that we are adopting. Can the Railway Minister say that due to this new policy whether the Government is able to give employment opportunities to these poor people?

Sir, our demand is not only to maintain the public character of the Railways, the social character of the Railways but also to protect and also to project the social character of the Indian Railways. The UPA Government, in its Common Minimum Programme, has promised that the profit-making undertakings would not be privatized. There are eight public undertakings in the Railways. They are all profit-making undertakings. But in this Railway Budget, you have made certain suggestions for privatization. Maintenance of the railway stations, issue of tickets, maintenance of platforms, retiring rooms, waiting rooms and parcel places – in all these sectors you are going to privatize. I think, this is due to the Rakesh Mohan Committee Report. The Rakesh Mohan Committee recommended virtual privatization of the Railways. We cannot agree to this because this is the way privatization is coming. Earlier privatization was there outside the platform. Now it has entered into the platform, it has entered into coach and compartment. Now this privatization can go anywhere in the Railway sector. So, we are completely against this.

Again with regard to the privatization in the catering service, there are about 7,000 licensees in the catering service. It means that there are seven lakh workers and their family members. Now the catering service is in the private sector. Further you are going to monopolize it. In the Budget proposal you have made it clear that you are going in for public bidding and you are going to give it to one person or two persons. It means that instead of 7,000

[Shri P. Karunakaran]

persons, all the catering services will go under the custody of one person or two persons. The Standing Committee on Railways has already recommended that there should be a review with regard to the work of IRCTC and only then this should be implemented. So, I would request the Government not to go with this proposal because it really does not give a reputation to the UPA Government. Also there is a loss of thousands and thousands of workers in the catering service. It is true in the case of porters also. I was glad when our Railway Minister, Shri Lalu Prasad came to Trivandrum, the porters greeted him because he was so kind to them.

But this kindness has not reflected in the day-to-day life of these porters. The parcel as well as the luggage service is fully entrusted with the private parties. As a result, about 1,50,000 porters are really unemployed. What gain have you given to them? So, I would also request the Government to, at least, give the luggage service to the porters.

I have already mentioned that the economic development of any country really depends on its infrastructure. Though the endless railway lines are really built by the steel, by the stones and by the woods, these lines are going and touching the huts of crores and crores of people. If these lines go in the right direction, no doubt, the disparities and dissatisfaction among the people and among the States can be reduced. If these lines go in the wrong direction, the result would not be really progressive. It would be a negative result. So, the Government has to take this issue with due importance.

At the same time, in the case of steam locomotives, there were a number of workers engaged in them. Because of the removal of these steam locomotives, many workers were retrenched. I think there was a discussion in the presence of our leader, Shri Basu Deb Acharia, and the Railway Minister himself had promised that that decision should be implemented. The order had been given. I want to know why it is not implemented again though the Railway Minister had agreed with all these things.

With regard to the issues of the State, I am really unhappy to say that the Railway Ministry has not given due importance to the States of Kerala and West Bengal. In West Bengal, there was a demand for freight corridor. How can you ignore Kolkata in the political life, in the economic life as well as from the metropolitan city in India? But it is denied and it is rejected in the Budget

presented by the respected Railway Minister. So, I would request you to reconsider the issue taken by you.

With regard to Kerala, we have been discussing the issues of Kerala with the Railway Minister, with the Prime Minister and also with Veluji. We have given the representation to the Prime Minister also. We see cent per cent literacy in Kerala. But as a result of this cent per cent literacy, we have to face problems regarding unemployment. So, keeping in view the peculiar nature of Kerala, its geopolitical position and also the railway density, which is better in Kerala with regard to its population, we have been raising this demand for a special zone. It is not recognised by the Minister. This time also, we, the Kerala MPs and also the Kerala Government are still demanding this railway zone for Kerala.

Not only there are three crores of people living there but also there are 50 lakhs people from Kerala are living in other States. Also, we are giving a good amount of income for many other purposes. I do not know why this demand was not met. We are not objecting to any Division or any zone in any other place. There were only eight zones earlier. Now, it is 16. So, in the railway map of India, Kerala has not been given due importance. So, I would like to stress that point again.

With regard to passenger amenities, of course, I admit that two or three trains have been given, especially those trains which start from Chennai. It is not wrong but at the same time we have given a number of suggestions. Lakhs of Malayalees are staying in Bangalore and in other places. So, our main demand is to have a train from Thiruvananthapuram to Bangalore. Bangalore is very close, especially, Karnataka is very close to Kerala. So, while replying that train should be placed in the Railway Budget.

Lakhs of people are staying in Mumbai also. When we speak about one train, it is not for Kerala alone, it is in relation to many other States. Last time also from Mumbai, Malayalees have come. So, if there is a train from Mumbai to Kerala, it means that it is a train to Karnataka, to Maharashtra, to Goa and the last point is Kerala. So, a train from Mumbai to Kerala is really a just demand. We have been demanding for that.

Now, I would like to say something about one train in Kerala, that is, Maveli Express. You have introduced it only for three days a week. The frequency can be increased with regard to this train. The Government of Kerala has given a representation. In the General Budget also, we

are ignored though we are a tourist State. The hon. Prime Minister says, even Shrimati Sonia Gandhi says, everybody says that 'we praise you'. It is a tourist State, but when the General Budget was presented, there was no tourist centre in Kerala. However, the Government has given a tourist train from Kanyakumari to Goa. You can see the destination. That train also can be introduced.

With regard to Malabar area, I would like to say that the frequency of Yashwantpur Express from Kannur to Yashwantpur has to be increased. That is with regard to train facilities because the train density is high in Kerala. Electrification and doubling are the most important issues as far as railways are concerned. But you can see that there is no single word with regard to electrification of Shoranur-Mangalore line. I understand that in this Budget about 12,000 kilometres are going to be electrified. But, at the same time, the northern portion of Kerala is fully neglected. So, I would request you to include the Shoranur-Mangalore line. Also with regard to southern side, we can see that some portion is electrified and doubling work is also done. But it is not completed. That portion has to be taken into consideration.

With regard to ROBs, it is in a very sad situation, particularly in my own constituency. The hon. Minister of Railways has come there. He also witnessed that the Government of Kerala has taken up some issues. On two sides, the State Government has completed the work, but for one year, the work is going on and still the railway portion is incomplete. That is what the hon. Minister has witnessed. It is true in the case of Palaghat and it is true in many other cases.

I would like to say one more thing here. The railways collect Railway Safety Fund from the passengers, that is, from the second class ticket holders and also from the upper class ticket holders. But, at the same time, these ROBs have to be constructed by the concerned State Government with 50 per cent funds from them. We can admit that. But, at the same time, what is the condition of the unmanned level crossing? There are a number of unmanned level crossings in India. In the Budget you have proposed that the unmanned level crossings have to be manned by the panchayats. How is it possible? The construction of a level crossing costs about Rs. 1,00,000 or Rs. 75,000. I can give some photographs of a recent accident also, if it is permitted. I think, it is not permitted in the House. But three days back, three people died in Alleppey just because of unmanned level crossing. It is not the first case. The work on the level crossings is taken

up by the railways when there is some mishap. So, the cost of level crossing has to be fully met by the Government. It is the responsibility of the railways.

With regard to long-distance trains, we have seen that old compartments are coming to Kerala and not enough new enough compartments are there especially in Kerala Express, Nethravathy Express and Nizamuddin-Chennai Express. So, general compartments have to be provided.

The hon. Minister of Railways has given some concessions to the first class and AC passengers. It is true that it is to compete with the airlines. But, at the same time, due importance has to be given to the ordinary passengers, that is, you have not done anything about the sleeper class passengers.

That also has to be taken up. It is really an important issue.

We the Members from Kerala would like to bring some facts before your notice which is about the passenger amenities. If you visit almost all the railway stations, you can see the condition of the platforms, facilities for drinking water and also the roofing in the stations. Most of the railway stations are really in a bad position. The hon. Minister has said that the allocation is high. For the Angamali-Sabarimala new line, it needs Rs. 550 crore. But the allocation that has been made is only Rs. five crore. How is it possible to meet the need? It is true in the case of doubling and electrification and other services also.

I would like to point out at this time that though our hon. Prime Minister and many other Ministers are praising us, Kerala, for its richness but it has not translated into reality. It is in words only and not in deeds. We the people of Kerala are also part of India. We are proud of being Keralites. But, at the same time, we are much proud of being Indians.

What we need is justice. We the Members of Kerala feel that the Ministry of Railways has not done justice to the problems of Kerala, especially the passenger amenities and also facilities in railway stations and other things. I am not so happy to welcome this Budget. I would request that in the reply the hon. Minister may address these issues.

With these words, I conclude.

SHRIMATI M. S. K. BHAVANI RAJENTHIRAN
(Ramanathapuram): Thank you Mr. Chairman for having

[Shrimati M.S.K. Bhavani Rajenthiran]

given me this opportunity to participate in the discussion on the Railway Budget for the year 2006-2007. Sir, I take this opportunity to express my endless gratitude to our esteemed and the most respected leader of our DMK Party, hon. Dr. Kalaignar and our beloved Youth Wing Thalapathi Thiru M.K. Stalin for having sent me here to this august House and that is why I am able to participate in such a fruitful discussion which, I hope, will surely bring good to my constituency.

Coming to the Budget, it is most welcomed by all the sections of the society as it contains so many merits. Hon. Minister, Shri Lalu Prasad started his Budget speech with a positive statement that the fund balances have grown to Rs. 11,000 crore and the internal generation has also reached a historical level of Rs. 11,000 crore. We are happy that the Ministry of Railways, under the stewardship of hon. Shri Lalu Prasad, under the eminent guidance of hon. Prime Minister Dr. Manmohan Singh and hon. Madam Sonia Gandhiji, has provided for the largest-ever annual outlay of Rs. 23,475 crore for the year 2006-2007. Usually, without raising the second class passenger fares, we cannot attain this achievement. But, our hon. Minister of Railways has indicated that it is the achievement out of raising the quality of services, reducing unit costs and sharing the resultant gain with customers. It clearly proves that Shri Lalu Prasad is an appreciable leader of the poor people in the society. We can see no increase in the ticket fare and freight rate.

In this history of economic development of any country, Railways have played a significant role. It is true in the case of our country also. Indian Railways, after nearly fifty years of planning, today commands one of the biggest railway networks in the world. Realising the merit of the above-mentioned point, our Ministry of Railways has given the utmost priority to technical upgradation and modernisation. As a result, the customers are enjoying the improved services. The Ministry have planned to start manufacturing aluminium and stainless wagons to carry heavy commodities safely. We can very well appreciate the use of modern signalling and telecommunication technology which are under consideration of the Ministry of Railway which will enhance safety of train operations.

Sir, good catering, providing bedroll and maintaining the cleanliness of trains and toilets will surely attract the people towards the Railways. Under the leadership of Shri Lalu Prasad with the competent assistance by Thiru

Veluji, the Railway Ministry provides all the above-mentioned needs.

To improve medical facilities, the Ministry has planned to have modern hospitals with Cardiology and Nephrology Departments at Patna, three new Divisional Hospitals at Agra, Raipur and Nanded. We, the people from Tamil Nadu, express our happiness and gratitude for having sanctioned a hospital building at Integral Coach Factory at Perambur.

Gramin ticket booking services for unemployed rural youth, 50 per cent concessions in second class fares to farmers and milk producers travelling for training purposes and 50 per cent concessions to victims, who lost their limbs, travelling for transplantation of artificial limbs along with one attendant are other welcome points in this Budget.

Production capacity at Rail Wheel Factory at ICF, Perambur, Avadi is given double importance. We feel happy that on Chennai MRTS, Tirumailai-Tiruvanmiyur section of Tirumailai-Velacheri phase II has already been commissioned. Also, the inclusion of Chennai MRTS from Velacheri to St. Thomas Mount is welcomed by our people in Tamil Nadu.

Sir, our revered founder leader of DMK, Dr. Perarignar-Annadurai used to mention "Ezhaiyin sirippil iraiyanai kaanbom". It means that God could be seen in the smiles of the poor. Following the sentiments of Dr. Annadurai, Shri Lalu Prasad has produced a people-oriented Budget. We are also having large expectations from the Railway Minister in this regard. I take this opportunity to make the following requests to bring smiles for the people of Tamil Nadu, particularly the people of my constituency, Ramanathapuram.

Sir, we are swearing day in and day out in the name of national integration. National integrity can be very well achieved symbolically by linking Uttarkashi and Rameswaram through centres of great heritage and pride for Hindu philosophy. We are hopeful that the Railway Ministry headed by respected Shri Lalu, assisted by the able Minister, Shri Velu, would usher in the national integration express train by linking north and south. To achieve this goal, my first request is that Manamadurai-Rameswaram BG work should be completed expeditiously by firm allocation of financial resources and by strengthening technical and administrative infrastructure.

In the meantime, the launching of Manamadurai-Chennai Express train via Madurai should be considered

to fulfil the needs of people from my constituency. There is near stagnation in railway services to this region. Therefore, I urge upon the Railway Minister to consider my genuine request.

A big Yatri Niwas to accommodate regular flow of tourists from different parts of India should be constructed at Rameswaram.

Manamadurai to Virudhunagar MG track should be immediately converted into BG. Otherwise, it will remain a very odd railway line, falling into disuse. If this MG is converted to BG, then people from Tuticorin can travel up to northern part of Tamil Nadu and the economy of the southern part will improve.

Sir, the formation of East Coast Railway should be explored to open possibilities of faster growth for coastal area. Such East Coast Railway could link Tuticorin with northern Tamil Nadu, running through coastal towns and villages, creating new vistas of economic development.

In Tamil Nadu, there are two important lines. One is Mayiladuturai-Karaikudi, in which Thiruthuraiipoondi-Agasthiampalli also lies, and other one is Madurai-Bodinaickanur. Survey in respect of these cases are being completed. Therefore, the sanction may be accorded for conversion of the MG into BG. In this connection, I would mention that salt produced in Agasthiampalli, that is, Vedharaniyam could not be transported to northern States for want of gauge conversion. In the same way, the Bodinaickanur area is a backward area which requires gauge conversion to improve the economy.

Trichy to Kanyakumari should also be considered for doubling as also for electrification.

The other suggestion of mine is that the Railways should put to use the lands under its ownership for commercial purposes, such as construction of warehouses, cold storages, yatri niwas and low cost hotels. Warehouses and cold storages will promote trade and agriculture. Yatri Niwas and hotels will promote tourism.

Sir, we welcome heartily the formation of dedicated corridors for freight traffic. We find that corridors are proposed in select parts of the country. However, I would request you earnestly that Tamil Nadu should not be neglected in this regard. I request you to establish a dedicated corridor from Chennai to major Metros such as Mumbai, Delhi and Kolkata, in the current year itself. My revered leader Dr. Kalaignar has already voiced his

concern about not including the corridor from Chennai. This is the request of all people of Tamil Nadu.

I would like to give a couple of suggestions for further improvement in the Railways. The Railways should promote the customer-friendly relationship as a movement; large allocation of finances should be made to launch massive training programmes for improving customer relationship movements; maintenance of second class coaches should be stepped up; and sanitation facilities and cleanliness should be provided at par with upper class coaches.

We are happy that the Railway Ministry acknowledges that in this competitive environment success could be achieved not only by raising tariff alone, but also by enhancing quality of services and through cost management. As an important infrastructure-support organisation, the Railways should set-up a long-term strategic roadmap to tackle our growing Indian economy. Such strategic planning should cover organisational issues such as restructuring, reorganising, and revamping the railway management systems.

In conclusion, I would like to say that it has been a safe and smooth journey for the Railway Ministry for the past two years in succession. We hope that the hon. Minister Shri Lalu will do a hat trick by bringing a momentous and revolutionary Railway Budget – for the benefit of the people of this country at large – in the third year also.

We, on behalf of the DMK Party, would fully stand by Shri Lalu and Shri Velu in all their efforts under the eminent guidance and leadership of our hon. Prime Minister Dr. Manmohan Singh.

MR. CHAIRMAN: Shri Raghunath Jha – not present.

Shri Prasanna Acharya.

[Translation]

SHRI PRASANNA ACHARYA (Sambalpur): Sir, I do not support this Budget fully the Railway Minister Sh. Lalu Prasad is a very clever man. He has presented rail Budget cleverly. His Budget is full of shayari & poetry. Lalu Prasad Ji ruled over Bihar for 15 years without doing anything. The people of Bihar have come to know the truth therefore they made him out of track; as recently Sh. Anant Kumar Ji was saying. I think it is the third rail budget of Sh. Lalu Prasad Ji. The masses of India have known the

[Shri Prasanna Acharya]

cunningness of Sh. Lalu Prasad in the Budget. There is nothing except shayari & poetry in the budget. As the earlier spokesman was saying Lalu Prasad Yadav has recited many poems for the poor but has done nothing for them in the Budget. The Railway Minister has not increased fares for high classes but has decreased it but he did not decrease the fares for the general class. Thereafter, he claims that it is pro-poor Budget. Therefore, I would like to submit that Lalu Prasad Ji presented this Budget tactfully.

Mr. Speaker, Sir, there is provision of funds for the projects in the Budget. I would like to know from the minister as to the amount that was spent from the provisions by the end of year? How much amount has been spent & how much amount has been got back by the end of year out of the money allocated for the projects of last year's budget. I would like to quote the example of my own state, Orissa. The lowest amount was allotted to the state of Orissa and even then they could not spend the allocated funds. They returned the unspent funds by the end of year. To make allotment in papers, release the funds & thereafter get it back. How that budget is for the poor? It is a humorous & tactful job. Earlier Railway Minister had presented a Bill to constitute an authority & the House had passed the same. The authority was to ensure proper utilization of railway land & have record of railway land so that railway may earn more revenue. I do not know & the minister might probably be knowing the programme of the authority & the additional revenue earned by the authority? Most of the railway land is in the illegal possession of land Mafias who are very influential. The hon'ble Minister did not mention anything in his budget speech in respect of the effort made by the railway to retrieve the land during a year & the outcome thereof & the reason to bring legislation to constitute authority & to get it passed by the House.

It is being said that it is pro-poor budget but you will not get earthen pots anywhere you will find plastic bottles and the fast food joints have replaced earthen pots then how they can call it a pro-poor budget? Yesterday the discussion on Khadi bill was going on. It is my suggestion that if you really want to make this Budget pro-poor & want to make Indian railways pro-poor then you should use Khadi and Handloom in railways so that many a people could get employment there from. The hon'ble Minister has never taken any initiative in this regard. I suggest that railway should make some efforts in this direction.

It is a matter of regret that while allocating Budget

money our railway minister claims about National integrity but when he allocates budget money he adopts a parochial attitude. He speaks about united India, Nationality & equal development but he allocates budget money to his own region & constituency only. How is that national ideology? All this have been reflected in the Budget of Lalu Ji. I would like to cite you an example. In 1993 the criteria fixed for allocation system was that the allocation will be based on the population and size of the states,

[English]

throw forward of existing projects of the State in the ratio of 15:15:70 percentage respectively. This was the formula.

[Translation]

This formula is not 100% correct. If budget money is allocated under this formula the states will develop but the backward states like Chhattisgarh, Orissa cannot come forward. Therefore it is my suggestion to make some correction in the formula. I advise to make a new policy in this regard. When you allocate funds in Budget, select projects and decide the amount to be allocated to a region the existing capacity of rail track as well as length thereof should also be taken into account. There are many states of India where even after 56-57 years of independence new rail lines have not been laid. It should also be considered as to what is the length of existing rail track in that state. The second factor which should be taken into account is regarding the contribution of the state in Central revenue irrespective of the length of rail lines & infrastructure available with the state. I would like to quote again an example of my state Orissa. There are minimum rail lines but the maximum revenue in South-Eastern Railway is raised from this place, which is 2/3 of the total. But when funds are allotted & projects are fixed and funds are released we get the lowest. Therefore, this formula is not right at all. Railways Minister should make amendment therein.

I am a representative of a Regional party therefore I would like to submit some points in the context of Orissa. So far as the matter of railway is concerned, we are not getting the deserving justice. I am not only talking about Orissa only but I am talking about other four-five backward states also. The railways has neglected these states time & again. There is a tradition of railways to neglect these states. The states having political lobby, more political weightage and the states from where rail minister hails get priority as well as more funds.

During the British rule there was a need to transport army from Tamilnadu & the then Madras State to Kolkata therefore rail lines had been laid in coastal area of Orissa. You will be surprised to know that only two rail lines of 174 km. from Talchar to Sambhalpur & 164 km from Koraput to Raigarh have been laid after independence. The rail lines laid by the Britishers are intact. Orissa is the poorest state of India. It is well known that the state of Orissa is poorer than Bihar. Thereafter he is claiming it pro-poor Budget whereas there is nothing for our state. This Budget of railway minister is pro-poor and the poor have been neglected therein. When there is no justice for the poor then how it can be a pro-poor Budget, so I do not support this Budget.

If you will see National average you will find that only 19 km. rail line is in Orissa out of 1,000 km. rail line. I would like to say the we have been neglected in the Budget and the rail Budget is biased. No care has been shown towards the poor and no justice has been done to poor states. Industrial revolution has been started in Orissa. There are rich natural resources in Orissa but they are not being exploited for years. Today a new trend has taken place & soon industrialization will take place in Orissa and convert it into an Industrial state. We have sufficient minerals & all the potentialities but for want of railway infrastructure how the state of Orissa will come forward. All these factors should be considered by railway minister. It is my humble submission.

As I said it may be the formula of railway to neglect some states & to allocate funds to a specific state...It is well known.

[English]

Almost all the Rail Budgets are not free from political influence. There is more of politics into it than reality.

17.00 hrs.

Hon'ble Lalaji has also done the same thing in this budget. I would like to quote figures of the last few years. In the year 1995-96 we were given only rupees 149 crores. In the year 1996-97, we got mere 80 crore rupees. This amount was sanctioned to that state which stood at the top in the field of minerals. There is water, mineral over there but still money is not given. In the year 1997-98 our state got 158 crore rupees and in 1998-99 our state got 254 crore rupees which was slightly more. If any state has been allocated the lowest, then it is the state of Orissa. It

has been slightly more this year but still we have objections to it. Therefore, it is my humble request to hon'ble Minister of Railways that he should allocate budget by rising above the party lines. This is my only request to hon'ble Minister of Railways.

Our hon'ble Chief Minister wrote to hon'ble Minister of Railways. Whether hon'ble Minister received the letter or not is not clear but there was no reflection of the same in the budget. All the Members of Parliament from our state wrote collectively to hon'ble Minister of Railways that there are certain projects in our State which are pending since 20-25 to 30 years. Each year not even a single kilometer of railway track is laid. ...*(Interruptions)* There is no question of NDA or UPA here. They see politics in every thing. There are many bureaucrats having the similar view point. I am not blaming politicians only. Please tell me how are we going to work towards all round development of the nation with this kind of view point. He is introducing a 'Garib Rath' but do all the poor of this country live in Mumbai, Delhi and Patna only. Garib Rath should be run in Orissa, Chhattisgarh and North-East. But it seems so that all the poor live in Delhi, Kolkata, Mumbai and Patna and not in North-East, Orissa and Chhattisgarh. This kind of view point/perception is not proper.

Orissa has the longest coastal line but there is no railway line there. I would like to draw the attention of hon'ble Minister of railways towards one more thing. In Orissa some tribal people lost their lives in an accident and police firing was also resorted to there. People cried a lot about that. They are playing politics in their name but they are not doing anything for those tribal dominated states. I would like to cite an example. Koraput-Jaipur-Malkangir are tribal dominated states. They fall under KBK district. There is no provision in the budget for these states. A number of times our hon'ble Chief Minister of Railways has tried to draw the attention of hon'ble Minister of Railways towards this fact that there are a number of projects in Orissa which are lying pending since years. Each year rupees two crore, four crore, five crore, eight crore or ten crore are allocated for these projects whereas the actual requirement is of five hundred crore six hundred crore or seven hundred crore rupees. If no sizeable allocation is made, then it would be three generations of my family me, my son and my grandson by the time train would be introduced in those areas. Therefore, when they announce projects they should not take up those projects. They should tell that they will not heed to anybody's words since they do not have any funds. They give hope to

[Shri Prasanna Acharya]

people but do not give any funds. There are many such projects. I would like to remind hon'ble Laluji. He is not present here at the moment. ...*(Interruptions)* He is like a brother to me. Earlier, Orissa and Bihar were one and a single region.

MR. CHAIRMAN: Acharyaji, please be brief.

SHRI PRASANNA ACHARYA: Till 1935, Orissa and Bihar were one and a single region. Therefore, there should be brotherhood between us.

SHRI RAGHUNATH JHA (Bettiah): We will fight for you. ...*(Interruptions)*

MR. CHAIRMAN: Raghunath ji, you will be delayed further if you stop him.

SHRI PRASANNA ACHARYA: Orissa became a state in the year 1936. Laluji should at least take care of Orissa on brotherly grounds. He forgets his own brothers, so how can he remember poor people? Our immediate requirement is of 4000 crore rupees and see what we have got? We need at least 4000 crore rupees to complete the ongoing project. Leave aside the proposed projects, leave aside the survey that has been conducted. We need four thousand crore rupees to complete the ongoing project and we have received merely 550 to 600 crore rupees. Hon'ble Minister should consider this seriously otherwise it would be injustice to us. I would like to bring some proposal to the notice of hon'ble Minister. Work on the Vaishali Banspani broad gauge line is lying incomplete since many years, allocation for this line should be increased and as he is aware that a number of steel plants are being set up in Orissa and this Vaishali Bansapani railway line is very crucial from that point of view. A large number of major steel plants are being set up at Jaipur, Dhenkhal, Kuttak, Sambhalpur, Jharsuguda. An investment of more than 50 thousand crore rupees is being made in each of these plants. If the State Government invest so much amount in the state and if there is no railway infrastructure, no lifeline, then how can we go ahead? A survey has been conducted. No allocation has been made for Bargad-Nawapara via Padampur. I would like to request hon'ble Minister in this regard. There has been a long standing demand for Balangi-Nawapara railway line but no allocation has been provided for that. Bhubaneshwar Rajdhani Express is being run over here. We would like to demand that this train should be run on all seven days of the week in place of four days and for at

least three days it should be run via Sambhalpur. This comes under Western-Orissa. Puri-Ahmedabad express is being run via Sambhalpur and Bhaijaat for few days, the frequency of this train should be increased further. Sambhalpur is the capital of Western Orissa and a large number of people go to Allahabad from here, I would request that a new train should be introduced from here. A train should be run between Korapur to Delhi where aluminium plants are situated. I was going through the speech of Laluji and I came across a proposal of making railway coaches with aluminium. I welcome his proposal. Everyone knows that a large quantity of aluminium is produced in Orissa. NALCO and other plants are set up in Orissa and now maximum steel also is being produced in Orissa. I would urge upon hon'ble Minister to set up a plant for making aluminium coaches in Orissa only. ...*(Interruptions)* I would conclude my speech after raising two points. East coast railway has been started recently and it is not working in a full fledged manner.

MR. CHAIRMAN: Your other colleagues would not be able to get any time.

SHRI PRASANNA ACHARYA: I would take two minutes more. I would like to propose that a Jharsuguda division should be created. Some area of Orissa falls under Chakradharpur division, some area falls in Vilaspur division and without disturbing Sambhalpur division, an independent division should be created by including these areas as well as by including Rajganjpur Junction, Raurkela, Bamra, Jharsuguda, Brijlal Nagar area and Belhad area Junctions. There was another proposal known as Barhampur-Phulwani connectivity proposal and there was also a proposal for doubling of Uri line. All the hon'ble Members and State Governments had forwarded that proposal to hon'ble Minister. Railway Protection Force has its own limitations and jurisdictions. We see that a lot of illegal transportation takes place. Liquor, timber and coal are illegally transported. If the railway force intercepts them then, they do not have a right to file a case. They hand them over to general police. In such case, the powers of railway police are limited. Such power and authority should be delegated to railway police.

There are no medical facilities in long distance trains. If some passenger falls sick, then announcement is made to find out if any doctor is travelling in the train, and if it so, he is asked to come forward for help. Doctors do not carry necessary equipments with them while traveling. Therefore arrangements for medical treatment should be made in the long distance trains.

I have to say that no justice has been done to the backward states and the poor people in this budget. Therefore, the hon. Minister should present the budget again with certain amendments only then we will agree otherwise we do not agree on this.

[English]

*SHRI SHRINIWAS DADASAHEB PATIL (Karad): Hon'ble Sir, My written demands on Railways from my Karad Lok Sabha Constituency are given below for consideration:

- (1) Long standing demand of doubling of Pune-Miraj Section of Central Railway in Pune Division should be given top most priority. The line utilization capacity of Pune-Miraj Section is almost 150%. The route caters to transportation of sugar, gur and Haldi mainly serves as a alternate route connecting two IT cities Pune and Bangalore.
- (2) Pune-Miraj line is a 'D' class route. The existing track needs renewal and modifications which will increase the speed of the trains.
- (3) There is utmost need to open computer reservation counters in towns at Satara and Karad. There is need to open computer reservation on railway station at Koregaon and Takari on Pune-Miraj Section of Central Railway.
- (4) New administrative building at Karad Railway Station be constructed in order to accommodate all offices of Rail Department and spacious waiting room with toilet facility as existing waiting room has no such facility.
- (5) 1053/1054 Kolhapur-H. Nizamuddin Express runs ones in a week. The to and fro journey is of four days. The rakes of this train are not utilized for the remaining three days. In order to put them in use a new train from Kolhapur to Ahmedabad or Kolhapur to Dwarka may be started.
- (6) The goods storage shed and the loading, unloading platform need repairs at Karad Railway Station.
- (7) Flowers and fruits from Satara District are transported to Mumbai market and Delhi market, but due to Stoppage of trains for less than 5 minutes at Karad and Satara Stations, they are not loaded but the

goods are to be transported to Pune due to which loss is occurred by double handling. In order to overcome this problem 1030 Kolhapur-Mumbai Koyana Express may have halt at Karad and Satara for at least five minutes each and 2779 Goa Express should halt at Satara for five minutes. 2779 Goa Express reaches Pune before time by almost fifteen minutes. This time may be utilized by halting the train at Satara for five minutes to load the flowers and fruits.

- (8) 1039/1040 Maharashtra Express starts from Kolhapur and ends its journey at Gondia after 28 hours covering a distance of 1350 KMs. the speed of this train should be increased to reduce the journey time.
- (9) One 3A boggy should be attached to 2779/2780 Goa Express. At present there are two 2A boggles and only one 3A boggy. One additional 3A Boggy will be of more use.

[Translation]

SHRI RAGHUNATH JHA: Mr. Chairman, Sir, at the outset I heartily congratulate the hon. Minister of Railways that he has presented three consecutive Rail Budgets, without increasing passenger fare and freight charges and increased the income of the Railways. He has found out the loopholes and enhanced the income. Today some of the people are criticizing this budget.

MR. CHAIRMAN: I am not preventing you from speaking but you are not speaking from your seat. I am allowing you to speak but this would be better if you take permission.

SHRI RAGHUNATH JHA: I am sorry, Sir.

MR. CHAIRMAN: Please, you follow this tradition.

SHRI RAGHUNATH JHA: Even his staunch critics, while talking to the people, say that this Railway Budget is very good. A short while ago when Shri Ananth Kumar, former Minister and leader of Bhartiya Janta Party was speaking on behalf of the opposition, he pointed out some shortcomings in the budget. He criticized Garib Rath. Social Justice finds no place in his thinking. The place and the party from which he belongs, I will not say anything about that. He remembers the time of Ram Rath Yatra of Advaniji. But he does not remember that Ram Rath was stopped by Laluji. The decision of Hon. Laluji to start two Garib Rath is really historic. I want to say especially to the leaders of

*The speech was laid on the Table.

[Shri Raghunath Jha]

Bhartiya Janata Party to play a positive role. Whatever our other colleagues are saying, we support that. 20 years old projects are still pending in Bihar. It will take 40-50 years' time to complete those projects. We agree with this view that there should be a time bound programme for this completion so that we would start getting their benefits. We were also part of that Government in which you were there. What did that Government do? ...*(Interruptions)* You were an ally of that Government. Orissa is part of Bihar. We are like elders and younger brothers. It is but natural to mention the problems. This must be seen as to what that Government has done. We should not mention the things merely for the sake of criticism. I belong to such an area in Bihar which is very large and which is reeling under abject poverty. Today, it has become the hub of Naxalism and Maoists. Many remote areas of Bihar which are affected by floods should also be visited by us.

I thank the hon. Minister of Railways that he has done a very left and indelible work to the minds of lacs of people by way of starting 54 new trains, extension of 36 trains, increasing the frequency of 12 trains, construction of freight corridors, expansion of capacity of the Rail wheel factory in Chhapra, expansion of Samastipur rail factory, construction of Sonapur DMU shed and wagon workshop, proposal regarding Rail Coach factory Kapoorthala, proposal to complete 550 km new rail line in different parts of the country, setting of target regarding gauge conversion of more than 1100 kms in the year 2006-07, proposal regarding survey to lay 11 new rail lines etc.

Sir, I heartily commend this budget and yet with a heavy heart repeat that this budget has given nothing to Champaran, which made Mohan das Karm Chand Gandhi as Mahatma Ghandhi, but this karmabhoomi of Gandhi got nothing from this Budget. By this the people of Champaran are feeling deprived while they have given four members of Parliament on the appeal of the hon. Railway Minister. We all four MP's are feeling ashamed. I humbly request the hon. Minister of Railways to connect the birth place of Gandhi ji to his karmabhoomi champaran by starting a pair of train so that history of the old relations of Porbandar and Champaran could be revived. There is an urgent need of construction of washing pit at Raxaul or Narkatiyaganj Junction of Champaran. There is heavy pressure on the Muzaffarpur-Gorakhpur rail line due to operation of goods train coming from Delhi to Hawrah. So this line should be doubled. A pair of new train must be started from Muzaffarpur to New Delhi Via Narkatiyaganj.

Permission should be given for construction of halt at Chhagrahan-Sugaon between Sugauli junction and Semra station. 5215 UP and 5216 Down must be run as passenger train between Narkatiyaganj and Muzaffarpur. This train halts at every station but fare is charged in the name of an Express train while it becomes an express train only after Muzaffarpur. The present Chairman of the Railway Board, who was the then DM here, had noted what the Hon. Minister of Railways had declared in the meetings but even today double triple fare is being charged. There is no passenger train between 8.00 AM in the morning to 8.00 PM in the night. You collect express fare for a passenger train, this is not fair. Passenger train fare should be charged for this train. Sapta Kranti Express starts at 12 o' clock from Muzaffarpur. Vaishali Express runs Via Chhapra and after interval of 5-10 minutes from this train Sapta Kranti Express arrives. There is one stoppage of Sapta Kranti Express from Gorakhpur to Delhi while there are nine stoppages of Vaishali Express. Vaishali Express passes ahead by stoping at various locations and that is why Sapta Kranti Express reaches late. We demand that Muzaffarpur-Sitamarhi train should be started one hour before and one AC second class, one A.C. third class and one sleeper coach and a general coach should be added to this train. There is a waiting list of more than seven hundred passengers in lean periods and in peak seasons the list goes upto more than two thousand passengers. Therefore, my request is to do it as immediately as possible.

Dhanaha Legislative Assembly is in my constituency, this is most backward and surrounded by rivers from all sides. I want to inform that survey was conducted and foundation stone was laid one year ago. But there is no mention of its report in this budget. I want to know as to how much money has been allocated for this project. A broad gauge line is being constructed between Narkatiyaganj to Jaynagar Via Darhbanga. This was to be completed one year earlier. Rs. Five crores had been allocated in the last years budget to extend it upto Laukahan-Laukahi-Nirmali. But this time a meager amount has been allocated for this. This road goes upto Nepal. The then Prime Minister, the then Defence Minister Shri George Fernandes and the then Minister of Railways, Shri Nitish Kumar had announced that funds would be allocated by defence for construction of bridges. But not even a single penny has been released for construction of all this. We want that either the Ministry of Defence or the

Department of Railways should complete these projects. Transport must be extended for the friendship of India and Nepal. This will help a lot towards this.

Sir, Hon. Minister of Railways has already laid the foundation stone for construction of ROB and at different places such as Narkatiyaganj Sugauli, Motihari, Bettiah and Raxaul in Champaran. At present construction of 32 ROB's is very necessary there in public interests. After laying the foundation stone, we have to face different types of criticism. Some matters are under consideration of the NHAI. We want the NHAI and the Railways to work together and reap the benefits. An ROB should be constructed in Masoor locality of Patna. This will facilitate the link between NH 30 and 30 A. There are 200 old and dilapidated bridges between Danapur and Deoghar on the Patna Howrah rail section. These bridges may lead to disasters any time. Therefore, we want that these rail bridges should be renovated immediately. Between Mugalsarai and Sitapur especially at Patna city, Bankaghat, Khusrupur, Pandarak, Barhiya railway stations, there must be arrangement for accommodation of RPF and GRP personnel. RPF already deported there. But there is no place to rest and relax so that they encroach the waiting rooms. Because of all this, the passengers have to face a lot of problems. The on going laying of Danapur-Neura-Daniyavan-Shekhupura rail line should be completed immediately by releasing the funds. About 59 old rail-bridges under Danapur division shall be renovated to avoid any rail accidents. Besides, the condition of rail-bridges at Mokama, Barh, Fatua, Athamalgola, Danapur, Mahua and Daniyawan is very bad and they should also be reconstructed expeditiously.

Mr. Chairman, Sir, the Deoghar-Shivhar-Sitamarhi-Motihari rail line was surveyed and some fund was also allotted for this. Yet, there is no mention of it in this rail-budget. I request that since this is a remote area, it should be connected by rail.

At the end, I would like to congratulate the hon. Rail Minister and Railways authorities for presenting an excellent rail budget exhibiting good work before the country. This budget adds no expenses on poor's account, provides for new rail lines and even has given air-conditioner facilities to the people of lower classes. He has brought in a very good rail-budget, but I also request him to please meet the unfulfilled demands of people of Orissa and ours too in the supplementary Budget. I will

hand over you some points from our side as you have indicated us to include them in the proceedings.

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. I am to express my view on behalf of my party, Shivsena, on the Rail-Budget of 2006-07. This budget presented by the Rail Minister Shri Lalu Prasad has imprints of Bihar very obviously. Introduction of 16 new trains for Bihar, linking that state with all parts of the country, clearly shows that this budget basically intends to benefit Bihar.

Mr. Chairman, Sir, the passenger-fare and freightage has been reduced a little and 55 new trains are to be run. But all this does not mean that this is a good rail-budget. It has more demerits as compared to merits, that's all. The provider of food-plazas may be feeling fine with the boasts of privatization but I would ask him: Where are your those 'Kullhars' for which you boasted a lot in the last budget? But, I would certainly commend that how cleverly he has got those 'Kullhars' put in the railway-canteen in the Parliament premises so that the Members might feel that they are still in use.

Mr. Chairman, Sir, this Rail-Budget has given nothing to Maharashtra. It has only benefited Delhi, Bihar and Tamilnadu and the States like Gujarat, U.P., Orissa, Rajasthan and Andhra Pradesh have got nothing. I am not levelling any accusations but would certainly point out that since Lalu Prasad ji hails from Bihar and Veluji from Tamilnadu, so both these States have been benefited much in comparison to others. Mumbai and the State of Maharashtra pay the most of the revenue i.e. 44% and even after this, the Government has not cared for Maharashtra. Mumbai has a population of about 1.5 crore and more than 65 lakhs people travel daily by local trains, yet the Railway Minister has not paid any attention towards them. I have with me a newspaper clipping and let me tell you what facility a local train has despite carrying legions of publics. I want to tell Shri Lalu Prasad the day I happened to meet a native of Bihar in a local train there. We call such natives 'Bhaiya' there. I just asked him what he thought about Lalu ji's budget. He says that Shri Lalu Prasad is much interested to increase the rounds of a train to Pune for the sake of people of his State, but he never cares for the natives travelling in the local trains of Mumbai. There are so many natives of north-Indian States and Bihar in Mumbai but Shri Lalu Prasad has nothing for them. This has angered the people of Maharashtra. The

[Shri Chandrakant Khaire]

CM of the State, Shri Vilas Rao Deshmukh and the Deputy CM have expressed this dissatisfaction over lack of provisions for Maharashtra in the Rail-Budge. You have started a 'Garib Rath' from Mumbai to Delhi and it is air-conditioned. As Shri Ananth Kumar ji has said that who will pay a sum of Rs. 600 when general fare from Mumbai to Delhi is Rs. 200. Alright, it may be taken as an innovative idea and to some extent. I may welcome it, but it will cost heavy for the poor whom it intended for.

So, once again I would say that it has brought nothing for the locals of Mumbai and people of Konkan region. Similarly nothing has been done for Vidarbha, Marathwada and Western Maharashtra and I express my resentment over that.

Mr. Chairman, Sir, some rail-lines are to be laid in Maharashtra and Vidarbha regions of Maharashtra, according to this Budget. During the regime of NDA Government when Shri A.B. Vajpayee was Prime Minister, the then Rail Minister Ms. Mamta Banerjee allocated adequate funds for five on-going projects in Maharashtra. Still, I would like to thank the present Rail Minister for taking a good step in this budget as he has declared for construction of Mudkhed-Adilabad rail-line which will cover a length of 167 km. I request him to fix a time-bound programme for this project so that it may be completed upto November-December. This is a very backward region of Maharashtra and not a single kilometer rail-line has been laid there in the last 50 years. Many movements were held here for this and senior citizen leaders like, Late Govindbhai Sarraf and Kabraji went to jail with this demand. Even, senior citizens, who fought for freedom in their times, were lathi-charged in this movement and finally the NDA Government made a declaration to construct Mudkhed-Adilabad line. We have also made a demand for introduction of a train from Purna to Patna via Nanded. Nanded is a pilgrimage for Sikhs and Sikhs from Patna Sahib visit this place. We were making demand for a Patna-Nanded train but this has been approved only for once a week and that too will start running after the gauge-conversion work is over. I urge you to undertake and complete this gauge-conversion work expeditiously.

Mr. Chairman, Sir, the Railway Minister has declared to start a new train from Purna to Adilabad. Presently, Nandigram Express from Mumbai goes upto Nanded which he wants to extend upto Nagpur. But this will be done only after the gauge conversion there. I request you to

undertake this work in a time-bound manner. Similarly, a sum of Rs.10 crore has been allocated for Sikandrabad-Mudkhed-Jantampet-Bodal line and it will need Rs. 150 crore. This line will connect the people of our State to Andhra Pradesh in a more fruitful way. It will also connect Akola in Maharashtra to the Marathwada and Vidarbha region. A sum of Rs. 26 crore has been given uptill now and Rs. 151 crore is still to be given. Yet, the length of this project demands more funds. Mr. Chairman, Sir, there has been longstanding demand for laying a railway line from Miraj-Latur to connect Marathwada in Western Maharashtra. This year an amount of Rs. 44 crores was granted for which I would like to thank the Government, but if we get Rs. 44 crore more than this railways line would be completed. With the laying of this line a fast track would be created. My hon'ble friend is going to speak regarding Ahmednagar-Beed-Park railway line and Shri Gaikwad ji is also sitting here. He is also going to putforth his views. Therefore, I would like to state that this project has been going on for a number of years. The stone laying ceremony of this railway line was done two to four times by the then Railway Ministers. So far only Rs. 10 crore have been sanctioned for this work and there is a further need of Rs. 428 crore. If Rs. 10 crore are granted each year then it would take 42 years for the entire grant. There is no railway network in Beed. A number of prominent leaders from this place have been Members of Parliament but so far nothing has been done here in this regard. Something must be done in this regard. Besides this, there is a need for Rs. 673 crores only for five projects of Marathwada. With this, these regions which have remained backward for many years would now get connected with the railways. I would like to urge hon'ble Lalu ji that last year also I praised him for saving Rs. 5000 crore. This year he has saved Rs. 11000 crore. Why cannot he give Rs. 673 crore for Marathwada out of those Rs. 11000 crore? Lalu ji is not sitting here at the moment but Minister of State in the Ministry of Railways, Shri Velu ji is sitting here. Velu ji does not understand Hindi but now he has started understanding Hindi to some extent. I would urge him to allocate some funds out of the reserve funds of Rs. 11000 crore for the on-going projects of Marathwada as this will help connect Marathwada with all the other areas. ...*(Interruptions)* The position of projects from Nagpur to Narkhed and Amrawati to Narkhed which is a major project of Vidarbha is also the same. Only Rs. 15 crore have been sanctioned for laying of 138 kilometers railway line. Last year Rs. 27 crore were allocated. There is an additional

requirement of Rs. 125 crore for this project. If this amount is provided at the early date then Narkhed would get connected with Marathwada.

Sir, there is a Puntamba-Shridi project under the central-railway. There was a need of Rs. 48 crore for that project. Rs. 32 crore have already been spent on that project. Now Rs. 10 crore have been sanctioned but a balance of Rs. 6 crore is still pending. Why did not they sanction Rs.16 crore? Had this been done then the railway line would have been completed. There has been a long-standing demand for a railway line between Rotegaon to Puntamba in Marathwada. Our ex-MLA Shri Basai Bandhuji kept raising this demand for ten years but even a survey has not been conducted till date. Rs. 40 crore are required for laying 35 kilometer new railway line. Through you, I would request hon'ble Velu ji and Lalu ji to immediately provide these funds. There is a train from Shridi to Tirupati. A large number of people from Maharashtra visit Tirupati and similarly people from Andhra Pradesh also visit Shridi. I would like to thank him for running this train as well as for introducing a train from Madurai also. ...*(Interruptions)* We have taken only ten minutes time on behalf of our party. ...*(Interruptions)*

MR. CHAIRMAN: Your party has been given total 16 minutes time and out of that you have already taken 10 minutes. You would get only two minutes more.

SHRI CHANDRAKANT KHAIRE: You must give time to me as you have given to others. ...*(Interruptions)*

MR. CHAIRMAN: If you would take the entire time, then what would the other Members do?

SHRI CHANDRAKANT KHAIRE: Sir, with the laying of new railway line from Rotegaon to Puntamba people could go from Tirupati to Shridi and from Shridi to Tirupati, people from Andhra Pradesh and Tamilnadu who visit Shridi have to face a lot of difficulties. I would urge Velu ji to pay attention towards this. ...*(Interruptions)*

MR. CHAIRMAN: Now you please conclude.

SHRI CHANDRAKANT KHAIRE: Mr. Chairman, Sir, all my issues would remain unaddressed. ...*(Interruptions)*

MR. CHAIRMAN: Your issues would be taken up but the issues of rest of the Members would remain unaddressed.

SHRI CHANDRAKANT KHAIRE: Sir, I have thanked

hon'ble Minister for introducing train from Triputi but that train runs only once a week. I would like to request that this train should be run daily. After a lot of efforts, Sachkhand Express has been introduced from Nanded to Amritsar. Earlier it was running five days a week, but now it runs on all the seven days of the week. I had to make a lot of efforts for doing that. Sir, please give me five minutes more.

MR. CHAIRMAN: Your other colleagues would not get time to speak. None of your colleagues would be able to speak.

SHRI CHANDRAKANT KHAIRE: Sir, I would not take their time and conclude quickly. Hon'ble Minister has made an announcement for creating a model station to provide better facilities to the passengers and I welcome this. But when Nitish Kumar ji was the Minister, he laid the foundation stone of Shambha ji-Aurangabad railway station but that has not been covered in the budget till date. This should have been covered in the budget. I would request hon'ble Minister that my Constituency is a tourist spot near Ajanta Ellora. Patan and Shridi are also very nearby. Therefore, our station should be developed as a model station. Alongwith this hon'ble Minister should also consider about Mukund-wari, Daulatabad, Latur and Parsodda station.

I also wish that hon'ble Minister would develop Rotegaon station also because a new route is going to be made operational in that station. Sachkhand Express train should be provided a stoppage there and a quota for reservation of Six seats should also be allotted there. There should be double track for our Marathwada. There should also be a electrified double track from Banwar to Mudkhed. I have seen in the pink book also and there is no mention of this in that book. If hon'ble Minister would not pay any attention towards the development of Maharashtra and Marathwada then a charge would be leveled against him that he has worked for the development of Bihar only. This electrified double track should be made operational as soon as possible. The demand for survey from Jalana to Khamgaon has also not been fulfilled. I would request to conduct this survey.

There is another longstanding demand. Our lady Member is sitting here. There is Sholapur-Jalgaon route which starts from Sholapur. There should be connectivity from Jalgaon to Sholapur, Tuljapur, Usmanabad, Beed, Paithan, Sambhaji Nagar, Silaundh and Ajanta. This demand is being raised for the last 50 years. Many prominent leaders have raised this demand but the survey has not been conducted so far. I would request hon'ble Minister to get this survey conducted.

[Shri Chandrakant Khaire]

Hon'ble Minister has introduced a new train Ahinsha Express from Pune to Ahmedabad. This train should be further extended upto Nanded. Although there are a number of issues to be raised but today Shri Lalu ji has presented this budget. There are a number of flaws in this budget. There should be vendor service centre for peet line at our Shambhaji-Aurangabad AWB station. This facility has not been provided in Nanded division also. In the end I would like to state that we Marathi speaking people fall under Nanded division that falls under the Southern Railway, therefore, I would request that Nanded division including the entire Mudkhed and Dharmabad region should be connected with the central region. This is our longstanding demand. Through you, I would like to request Shri Lalu ji and Shri Velu ji that the then Minister of railway Shri Nitish Kumar ji was about to do the same but it was discontinued because of a big incident that took place in Bihar at that time. But now the same demand is being made by Marathi speaking people. All our MPs, MLAs have their links with Mumbai and Mumbai comes under central railway. This is a very old demand. This rail budget has its own merits and demerits. Hon'ble Minister has also said "Musafir Ho Rail Ka Raja, Hum Sab Ki Yeh Hai Aas" which means all of us wish that passenger should be the king of the train. But I would like to say that Bihar Ho Rail Ka Raja, Yeh Lalu ki Aas which means that Lalu ji wishes that Bihari should be the king of the train.

*SHRI KAILASH BAITHA (Bagaha): Sir, present rail budget doesn't ignores only my Parliamentary constituency but it also ignores two districts of the State. So, I would like to draw the kind attention of the hon. Minister of Railways to these areas:

1. In this budget no attention has been paid towards Chhitouri-Tankhi Road railway line. Hence please state the time by which its survey is likely to be completed and the railway budget in which funds will be provided for this.
2. Hajipur-Sugali railway lines may turn out to be substantially beneficial for the Chaurparar region. Its progress is also not satisfactory. This aspects was remained untouched in this budget, whereas the erstwhile Minister of Railway, Shri Nitish Kumar had laid foundation of this railway line during the NDA Government.

3. Out of 55 new trains introduced in this budget, 16 trains are meant for Bihar, but no new train has been given to Muzaffarpur-Narkatiaganj rail section. Years old demand for Chaure-Chaure Express train has been turned out. This train unnecessarily halt at Gorakhpur for ten hours and if the same is extended to Raxaul, it will become easier for the patients to reach Banaras. The route of Sampark Kranti Express train has already been diverted. This train should be run via Narkatiaganj at least twice a week.
4. The Minister of Railways, had announced during a foundation laying ceremony for the construction of washing port at Narkatiaganj but the same has found no mention in this budget.
5. Even after inauguration of the computerized booking center at Ramnagar, it still remains non-operational.
6. Very cleverly surcharge of Rs. 20 per passengers has been imposed by upgrading the status of 200 mail expresses trains to super fast trains. The passengers will come to know how clearly the government, which used to plead against the increase in fares, has increased the train fares by Rs. 20, when they will go to the booking counter. At the same time it is not clear how much speed of the train will be increased and what sort of other facilities will be provided to the passengers.
7. No attention is being paid to the quality of the food for instance, one will certainly suffer the disease of jaundice, if one regularly eats the meals for one week supplied in the Sampoma Kranti Express train.
8. The passengers have to pay the fare of express train for 5216 express trains running from Narkatiaganj to Mujaffarpur whereas this train halts at each and every station. Hence this train should be run like an express train or for this train fares of passengers train be charged from the passengers.
9. Most of the poor from northern Bihar migrate in search of their livelihood. They have to face a lot of difficulties due to the shortage of trains. A "Garib-rath Train" should be run from Muzaffarpur to Delhi via Narkatiaganj-Gorakhpur.
10. Four important trains of the country have been announced to be upgraded to world level, but one important train of northern Bihar, Sapt Kranti Super

* The speech was laid on the Table.

Fast has been included in this list. The number of A.C. and sleeper coaches should be unreserved in this train as there is considerable burden of passengers on this train.

*SHRI RAM SINGH KASWAN (Churu): Sir, I am thankful to you for providing me an opportunity to express myself on the Railway budget:-

The Rail budget, presented by the hon. Minister of Railways, is not going to put a burden on any particular class of people. Neither fare nor freight has been increased but particularly Churu Parliamentary Constituency of Rajasthan has been grossly neglected in this budget. This budget is going to adversely affect the development programmes of Rajasthan. The Members of Parliament from Rajasthan have demanded exclusions of railway facilities in Rajasthan during their meeting with the hon. Minister of Railways but hon. Minister seems to have overload the spirit of the people. The following demands of my Parliamentary constituency are required to be incorporated in this budget.

1. The demand of converting Rewadi-Bikaner, Sadulpur-Hisar, Ratangarh-Degana, Shriganganagar-Jaipur metre-gauge into broad-gauge is being made for years. The Jodhpur-Delhi Mail, which had been running for years, had to be discontinued due to the absence of broad gauge. Now the trains running between Delhi-Bikaner such as Delhi Mail 4791-4792, Express 4789-4790 and the Shkhawati Express 9733-9734 have been discontinued. These trains run only upto Rewadi station. The link between Churu Parliament constituency Shekharwati region, Bikaner region and Delhi has been broken.

The sanction for gauge conversion of Rewadi-Sadulpur, Sadulpur-Hisar railway lines was recorded 7-8 years ago but Rs. 15 crore was allocated each year during the last three financial years. Even the aforesaid negligible budget was not fully utilized and this year also negligible budget has been provided and hence there is disappointment among the people of this region. So, it is requested that full budgetary provisions should be made for the gauge conversion of sanctioned parts i.e. Rewadi-Sadulpur and Sadulpur-Hissar, sanction for the remaining part i.e. Sadulpur-Bikaner and Ratanpur-Degana may please be provided forthwith. A directive for gauge conversion

has also been issued by the hon. Jodhpur High court, Rajasthan on this respect. Even after the 55 years of independence there has been no extension of railway lines in the Churu Parliamentary constituency.

2. A survey was also conducted for laying new railway lines from Churu, Taranagar, Nauhar, Sardar shahar to Hanumangarh and from Seekar to Nokha via Salasar and the same was inaugurated but it failed to yield expected results. No financial provision has been made in this budget for the same.
3. A demand for extension of the Bikaner-Churu 1/2 B.C. passenger train upto Sadulpur junction is being made for the last many years. It is necessary in public interest.
4. The biggest problem in my parliamentary constituency is of railway level crossing. A number of accidents occur every year in the absence of railway crossing. The rural people are facing a lot of problems. The railway department has closed down many roads that were in use for many years. Today every former has camel, cart, tractor and jeep etc. They are facing a lot of problems in the absence of railway crossing. The rural people have to face a lot of problems on Delhi-Bikaner railway line under Bikaner Division at Babad-Bhojan station, Gugulva Kislan station, Harpalu station, Kandharan, Dokwa, Hindyal, Molisar, Pailee, Bigga, Benisar, Sudsar, Hemasar etc. and railway crossing near pahadsar, Hansiyawas, Dhani, Chhoti Sindhmukh etc. villages in the absence of railway crossing. There is already possibility of accident at these places. In the absence of railway crossings roads constructed to link villages under Pradan Mantri Gram Sadak Yojana have been rendered useless. The roads have been constructed to link laddiya and Badi villages between Churu and Dudhwakhara. P.W.D had also sent drafts of Rs. 56-56 lakh required to construct the railway crossing have been sent to Railways but the railways has returned them. It is therefore necessary to accord approval for the construction of manned railway crossing on the road linking these villages and on the road linking Jatuwas village near Harpalu station under this section and on the road linking Gugulwa Kislan with Rampura near Rampura station and on the road linking Indasar village between Sadulpur Jhumpa. There is about 450 km railway line in my entire parliamentary constituency but there are less than 25 railway crossings.

* The speech was laid on the Table.

[Shri Ram Singh Kaswan]

5. Keeping in view the demand and necessity of the people it is very necessary to open Anandvati halt station on Ratangarh-Sardarshahar rail route, Jaselsar halt station between Bigga-Shridoongargarh station and Benisar halt station between Shridoongar Soodsar. It is necessary to provide halt of link Express at Rampura Bairy station between Loharu-Sadulpur junction.
6. Shridoongargarh and Lanoo are important railway stations in Churu parliamentary constituency. The traders from there are working in different part of the country. There is need to provide computerized reservation system at these stations. With request to do these work, I conclude my speech.

SHRI BHUVANESHWAR PRASAD MEHTA (Hazari-bagh): Mr. Chairman, Sir, Railway budget for the year 2006-07 has been presented. It is a fact that Indian Railway has earned profit. In his speech Lalu ji has mentioned about extension of routes of 200 trains and introduction of 55 new trains. But I would like to state that there is no regional balance in the Railway Budget. Most of the States either West Bengal, Andhra Pradesh, Assam, Jharkhand or Orissa have been neglected in this rail budget.

It appears that Lalu ji and Velu ji have distributed railway lines between them Bihar and Tamilnadu respectively. They did not think about the remaining States of India. India is one country and there are many big states in. ...*(Interruptions)* Kindly listen me, let me speak. It seems that they did not think that India is one and Indian Railways belongs to all Indian. They should make planning keeping in view the entire country but they did not do that. Some members have already asked how they will run railways. It is seen that the use of kulhar as announcement earlier has been stopped now. He told in his speech that three lakhs employees have been reduced in the railways. In the budget he has said only six thousand people would be reinstated. If the staff strength and man power of railways is reduced it would increase the number of accidents since these employees will be over burdened and then you will not be able to stop such accidents.

Along with this I would like to state that from Rail Budget speech and announcement made by the minister it is clear that he has tried to privatised and out sourced railway services particularly he has tried to bring in medium and big trial groups in railway catering service.

The poor and dalits are working in railway catering and other services for years and how will they be made permanent in service. If catering and other services are privatised these poor people will be rendered jobless and become helpless and a prey to starvation. Lalu ji claims himself to be a champion of dalits he gives priority to their welfare and raises matter pertaining to them, therefore, I would like to ask him whether the services of private persons working in canteens would be made permanent or not. What will be the fate of these lakhs of people working in the railways in entire country? There should be no discrimination in this matter. First of all while talking about the privatisation of catering, he says that the ticket rate would also be printed, canteen would also be run by the private sector of everything would be privatized then constructor and high profile people would make entry in the railways and thereby it would be privatized. Therefore, I want to say that do not think of privatization in the Indian railways and do not promote privatization.

I want to say that whatever he has said about the freight corridor, there is no mention about West Bengal in it. There has been discrimination with West Bengal. The eastern corridor has been stopped at Sonagarh instead of Howrah, why has he not taken it to Howrah? Had he taken it to Howrah, then we would have made that it is not direction. I would like to tell the hon. Minister of Railways that he has made discrimination with the States in the railway budget. In this regard the suggestion received from the Hon. Members, be they from any party, from the BJP, Shiv Sena, Rashtriya Janta Dal or Congress, since all people have requested him, all people have requested him in the Parliament. Therefore, the suggestion of all people should be kept in view by him to make necessary improvements in it and also to make amendments in the budget.

I want to state that from the very beginning the Ministry of Railways have been neglecting Jharkhand. I think that Jharkhand is such a State which generates maximum revenue in the country. Out of the total production of coal in the country, the 37 per cent comes from Jharkhand. Jharkhand is rich in iron ore, steel, the Bokaro steel city has got a steel plant. The heavy industry is situated in Hattia. There is a steel plant of Tata company. Likewise there are many large scale industries. The maximum revenue is generated from Jharkhand but it has been the next neglected state. Not only this, Laluji has presented three railway budgets and in all those there budgets, Jharkhand has been the most neglected State. Jharkhand

is a tribal state. In the year 2000 Jharkhand was carved out of Bihar. Lalaji was also a leader of Jharkhand, it is his work if he does not consider himself as the leader of Jharkhand but he must not tract the pages of Jharkhand in this area. Eighty percent were four years back, but not even a single scheme has been stated in the three years. Not even a survey has been conducted for a major source. Not even a single new scheme has been launched. Currently eight schemes are operational and to them only small funds are being granted. If it goes on this way, then these schemes would not be completed even in ten years.

I belong to Hazaribagh. Hazaribagh is also the headquarter of North Chhotanagpur commissioner. I want to state that a 193 kilometer railway line to be laid between Kodarma-Ranchi via Hazaribagh. It was started 3-4 years back, but till now not even a one-fourth its part has been completed. People see it and ask when it is going to be completed. I am very sorry to say that the cost of the scheme is around Rs. 7,00 crore whereas only Rs. 35 crore have been provided in the budget what kind of discrimination is this? I asked Lalaji, I also asked the Chairman of the Railway Board to go there and monitor the execution of work and also to expedite the work. Even after meeting several requests neither the hon. Minister paid heed to it, nor the railway officials. Therefore, I would like to say that please get the 193 kilometer railway line from Kodarma to Ranchi introduced to ascertain by when it is going to be completed and the information in this regard be given to the same. The people of Hazaribagh have been agitating for several years for getting Hazaribagh connected the railway line but the next unfortunate thing is that more than half of the districts of Jharkhand have not been connected with it. It is being neglected severely. The same is the case of the railway line from Kodarma to Girdih. The work has also been commenced there, but not even 25 percent work has been completed till date.

Two years back Coal India had deposited Rs. 200 crore with the Railways for construction of railway line from Hazaribagh to Toriline, but till date the work has not started. Our State Minister is seemed here I want him to got down the points. This kind of discrimination is being done to us.

Sir, Ranchi is the capital of Jharkhand from where the Rajdhani express ply twice a week. I have been mentioning this for a long time, but I feel that neither the hon. Minister talks of this and nor his officers pay heed to it. Even if they take note of it, no action is taken in this

regard. We give speeches here. It is recorded in the proceedings of the Parliament, some part of which is also published in the newspaper. After that no action is taken on the point made by the hon. Members. He had told that the Ranchi Rajdhani would ply four times a week but still that plies twice a week. Therefore, it become jam packed. Shri Shibu Soran is a Minister from Jharkhand and is also present here. He must have availed the service of this train. I feel that the most sub-standard coaches have been attached to this train. These coaches have been procured from the Eastern Railways or where else and there have been attached to the Ranchi Rajdhani. For once, the Railway Minister should travel and see the condition of this train. He should see the kind of food being served in this train?

The Bhuvneshwar Rajdhani runs from Orissa. At times, I travel in it. Its condition is also very bad. Jharkhand and Orissa are the most backward States of the country. Therefore, the next useless and substandarded recks and coaches are given to Jharkhand and Orissa. The more revenue generating State are Jharkhand and Orissa, but these states are the most neglected States. I had stated earlier also that the people of Chhota Nagpur merely two or three Rajdhani trains. There is Siyaldah Rajdhani also. It should have halt at Kodarma. Rajdhani trains ply without a halt. He should get to have a halt to two trains over so the common man could get benefit. If we go to meet the officers, we are told that we have received your application, you have told, that we would make enquiry into it but we do not know what action they take. The officers who look after the traffic do not know what to do at all. They are not aware of what should be done?

Sir, I want to state that the Siyaldah Rajdhani plies between Kolkata and Delhi. It would be got to halt at Kodarma. One DMU train runs from Dhanbad. Earlier it used to run from Gaya to Dhanbad. But that has been extended up to Assansol. People have to sit in the train for 6-7 hours. In that train there is no provision for toilets. At times, I alight from the train at Gaya, in that case that train I take to go to Kodarma. Rajdhani train plies twice a week. If in between somebody alights from the train to go to toilet, he misses his train and if he tries to catch the moving train, he gets hurts. Many incidents have taken place there. Several times we have said that and have given it in writing also that the provision of toilet be made in that train or some other train should be started but till date nothing has happened.

I have several times given it in writing that a train

[Shri Bhuvaneshwar Prasad Mehta]

should be introduced in the route Dhanbad-Ranchi-Surat-Ahmedabad. Lacs of commuters and the poor people of Jharkhand travel daily for their jobs in a jam packed train. Only one train plies to Tamilnadu via Andhra Pradesh, no train follows the route. I had made suggestion that at least one train must be started from Ranchi or Dhanbad to Surat-Ahmedabad. One direct train to Mumbai from Ranchi should be started so that traveling in this state may be facilitated. But till date, no action has been taken in this regard.

Between Khilari and Patratu, there is a station called Rai, Mr. Chairman, Sir, you must be surprised to learn that Rai is the fourth station in the country which generates maximum revenue. Every two months agitation goes in Rai, bandhs are organized for 24 days and then officers visits there and give assurances. No superfast train halt there. We have several times made request that it should be done as the people of that place are agitating. 20-25 thousand coal mines workers live there – there are other people also. But that has not been done till today.

Similarly we have requested a number of times that trains should be halted at Digwar by constructing a new station in place of Ranchi road. Present station is surrounded by forest and nobody boards the train from there. If station is made at Digwar, then people will take train from there, they will be benefited from this. The same has yet not been done.

All provisions have been made in Budget. A lot of hype was made that loss-making railway has been turned into profit making in year 2001. I congratulate the Minister for the same. But you go to Kolkata, Mumbai or Tamil Nadu. More than one crore people travel through trains for their work. These trains are in very bad condition. Few have leaking roofs, few doesn't have place to sit. They have done nothing in the Budget to improve conditions of these trains.

Barauni has two thousand acre of land lying vacant. Hon. Minister has told in the Budget speech that land will be utilized so that Railway gets profit. However till today nothing has been done in this regard. Mafia or big names are illegally occupying this land. *...(Interruptions)* Nothing has been told that how exactly this land will be used. *...(Interruptions)*

[English]

MR. CHAIRMAN: Hon. Members, it is 6 o' clock now. I have a list of more than 100 speakers on this discussion. If the House agrees, the time of the discussion may be extended by two hours for today.

SEVERAL HON. MEMBERS: Yes, Sir.

[Translation]

SHRI BHUVANESHWAR PRASAD MEHTA: Jharkhand has Dhanbad, Kodarma and Barkakana station. You go and look at their situation. Atleast this station may be improved so that Jharkhand looks like a state. There is no arrangement of toilets and passengers waiting room. Few Members said the right thing that these trains are for first class, second class and AC people.

18.00 hrs.

If we go and see, then there is nothing for general public. I would like to say that Minister of Railways has decreased the fair of First AC class by 18 percent and second AC class by 10 percent and has converted 200 express trains into super-fast trains. I would like to know do poor people travels in these trains. When these trains will become super-fast, there fare will be increased. Hence this Budget is not for poor people. Poor man will not be able to travel in your 'Garib Rath'. Hence you change the name of 'Garib Rath.' I would like to say to hon. Minister of Railways and State Minister of Railways that considering whole India bring changes in Budget according to the suggestions given by hon. Members.

SHRI KASHIRAM RANA (Surat): Mr. Chairman, Sir, I thank you for giving me the opportunity to speak. The Railway Budget presented by hon. Lalu Prasad ji is not for poors. If hon. Lalu Prasad ji says that Garib Rath AC trains are for poors and not for common man, then it is not correct. If we look deeply into it we find that this Budget is not for common man. This Budget is not going to give much facilities to poor people traveling by trains. A lot of favouritism has been done with states in this Railway Budget. I feel the kind of favouritism done with states in this Budget was never done before. You have started 55 new trains but you just have a look that which all States have got how many trains.

As one hon. Member said that Shri Lalu's Bihar and Shri Velu's Tamilnadu have got trains, however, hon. Rathwa has not given many trains to our Gujrat. The 55

trains which have been started these are conditional trains. Out of these, few trains will only be started after gauge conversion. We wished that it would have been better had you converted weekly trains into daily trains. We are not complaining that the hon. Minister has started most of the newly introduced trains for Bihar and Tamil Nadu. He is free to give even more trains to them but hon. Minister of Railways should also spare a thought for those States where development is taking place, the states which are providing livelihood to lakhs of people which have come from other States.

Mr. Chairman, Sir, I would like to give one example. Lakhs of people from all states are residing in Surat, these people need rail facility to visit their states. No thought has been given in this Budget to provide rail facility to them. I still remember that when NDA had its government then every year Gujrat use to get either 7, or 8 or 11 trains but this time we have got only four trains. Hence, I would like to say that due consideration should be given to those states which have employment potentials and has capability of providing employment to lakhs of people from other states. You have not provided railway facility to those people who came to Surat for employment from Bihar, Tamilnadu, Orissa, Andhra Pradesh, Uttar Pradesh etc. when a lot of people demand then you say that yes it has been given. I would like to thank Minister of Railways that he has announced a train from Walsad-Udna-Surat to Patna and another from Walsad-Udna to Kanpur. However, these two trains, specially the one from Walsad to Kanpur has been started for North-Indian people, whose number is 6-7 lakh in Surat, but this train is not useful for North Indians. In Surat maximum number of people are from Allahabad and nearby villages. This train should have been upto Allahabad not Kanpur then only the aim of starting this train will be achieved. Hence, I request that you kindly consider the same.

SHRI SHAILENDRA KUMAR (Chail): I also support the same.

SHRI KASHIRAM RANA: It has been said that this Budget is for poors but has anybody seen the condition of poors? One can visit at Surat station to have idea as to what kind of conditions are prevailing at Surat station. Hon. Minister and Mr. Rathwa are well aware of the condition existing there. It is a common sight to see the long queues of thousands of passengers at Surat station, rushing towards the train when Tapti Ganga Express starts from Surat. Complete chaos is seen at that time. Thousands of people want to go but the train has only one-second

class bogey. I would like to say to hon. Minister of Railways through you that he can certainly go on with his proposal of adding 23-24 coaches to it but he should certainly ensure adding more coaches of second class for poor people because they do not get space in train. Hence they either travel in toilets or sleep at moving place between two compartments. Hence Minister of Railways should make arrangement for this. As being said that this Budget is for poor but this Budget has been made with lot of wisdom and cleverness.

18.07 hrs.

(SHRI VARKALA RADHAKRISHNAN in the Chair)

It was said that fast trains will be converted into super fast trains, but Chairman of Railway Board said that more fare will have to be paid for super-fast – what kind of justice is this. If fast trains are made super fast trains then passenger should be allowed to travel in the same fare. You mentioned about peak hour and non-peak hour. I would like to ask the fares of peak hour and non-peak hours? If fare of peak hour is more then it will be injustice with poor passenger. There is need to avoid this injustice, which is going to take place through this Budget. Minister of Railways has agreed to it and said that every day in 1000 passenger trains Railway security personnel are being posted – why so? Because incidents of robbery, rape kidnapping are taking place in trains and atrocities are done on passengers. To prevent this there is lack of adequate security forces. I would like to give one example about shortage of security force. It has been mentioned in the budget to misguide people that 1000 security forces would be deployed in the passenger trains. The present situation in the Western Railways is such that sanctioned number of railway police, there is 1900, while they are working with only 1385. There are still 515 vacancies. Sanctioned staff number in Surat Railways is 300, but it is functioning with only 160 employees. The gap of 140 vacancies has not been filled. In the Western Railways, the number of sanctioned security forces, escort parties is 1415, only 515 have been filled so far. There are still 900 vacancies. The Minister of Railways has said that we are increasing the number of security forces and these will be deputed in 1000 passenger trains. On the other hand, out of 120 sanctioned posts of security forces in Surat Railway Station, only 61 posts have been filled and 59 posts are vacant. It reveals that what is promised in the budget is practically not fulfilled, there are lots of shortcomings, and the passengers have to suffer as there are incidents of loots, murders and kidnappings. I, therefore, would like to

[Shri Kashiram Rana]

say to the Minister of Railways that whatever assurance is given, must be fulfilled with all the integrity.

The Minister of Railways, Laluji is sitting here. I would like to ask him how the Ministry of Railways works? I'd written a letter to the Ministry regarding some problem relating to trains in June, 2004. Normally the MPs should get the response within the three months, but I received it on 6th of Feb., 2006 i.e. after about two years undersigned by the Minister. You may see how the railway officials work. Both the State Ministers for Railways, Rathwaji and Veluji are present in this House and the Minister of Railways himself is present here. This kind of mismanagement is detrimental for the credibility and system of the Railways and the hon. Minister should pay attention towards this.

This Rail Budget has done injustice to Surat, actually it has done injustice to whole of Gujarat. The Minister of Railways has said that a train with a speed of 150 km per hour has been introduced between Delhi and Agra. Then, he said that a similar train would be started between Delhi and Kanpur. I would like to tell that a declaration of launching a bullet train between Ahmedabad-Mumbai was made in the times of the NDA Government. Action had been taken in this regard, but it was forgotten later on. The Minister of State for Railways Rathwaji represents Gujarat in the Cabinet. I would like to urge upon him that the bullet trains for which commitment was made should be launched.

It is mentioned in the Railway Budget that four trains of world class amenities would be introduced. The railways earn highest revenue from the Western Railways, but we have not even been given one of the four trains. Whether Delhi-Mumbai Rajdhani Express and Delhi-Mumbai August Kranti cannot be converted into such trains? He has to bring changes in the present situations.

We often talk of tribals. There is a rail track between Udhana and Jalgaon on which only one train runs. There is no regular time of this train running on single track. It is very irregular. The issue of doubling the track has been raised time and again but in vain. A survey had been conducted during the times of NDA Government, necessary provision was also made, but the work of doubling the work has not been done till date. Rathwaji is sitting here, I thank him for Kaushambi to Rajpipla tracks, but doubling of Surat-Udhana-Jalgaon track should also be carried out

to benefit the tribals. Apart from this, Laluji has clearly said to construct a freight corridor. I would like to say that a white paper in this regard may be issued or an explanatory note should be given whether goods trains running there would be run on double tracks or not? Heavy rush of traffic between Mumbai and Ahmedabad is unimaginable. The Minister of Railways might have thought about it but he, has not tried to solve it. A third track is needed on Ahmedabad-Mumbai route, it should be expedited so that new trains can be introduced. Double track is fully busy, no new trains from Surat be started. I, therefore, would like to say that another track should be constructed alongside double track so that we could feel that we have got justice. Moreover, the Department of Railways would get more revenue.

Hon. Chairman, Sir, as I said, justice has not been done to Surat and Gujarat, I would like to add that Okhapuri trains should be converted into a daily trains. As our hon. Member Chandrakant Khaireji said that Ahimsa Express from Pune should be extended to Nanded because thousands of Sikh devotees travel to their pilgrimage Nanded between Valsad and Vadodara. Either a new train between Mumbai and Nanded should be introduced, Poona Express should be extended to Nanded and Sampark Kranti train running between Mumbai and Delhi has been given stoppage at several stations. I would like to tell you about the injustice done to us. Sampark Kranti Express has been given stoppages, at Vadodara, Kota and Varsai but not at Surat. I ask why? Western Railways earns sizable revenues from Surat, then there is income and excise tax, this way we pay crores of rupees to railways, but when we asked for a stoppage of a particular train, we were not given that. I hope, when the hon. Minister replies during the discussion on Budget, he would include this issue in his reply. I feel we might get justice then. Alongwith this the situation at Kavlarsa and in this constituency is the same Rathwaji assured us to give stoppage to the trains there. I hope that he would fulfill his assurance.

Out of 6,000 km. route of Western Railways its 5000 km. route passes through Gujarat. There is Hazipur at a distance of 2000 km. then there is Bhuvneshwar at a distance of 3000 km, but 5280 km. rail route is via Gujrat, even then Mumbai is our Headquarter. The Headquarter should be shifted to Ahmedabad.

Similarly, the whole rail tracks of Mumbai Division passes through Gujarat, but its divisional Headquarter is at Mumbai. I request that it should be set up in Surat.

Once the Headquarter is set up in Surat, it would be easy to solve the remaining problems. With these words, I would like to say that if such improvements are not made in this Budget and no attention is paid during the reply towards these issues, then the country is not going to be benefited by this Budget and there would be more imbalances leading to obstructions in the way of development plans.

*SHRI GAURISHANKER CHATURBHUI BISEN (Balaghat): Sir, I would like to express my views on the Railway Budget for 2006-07, presented by the hon'ble Minister of Railways, Shri Lalu Prasad Yadav.

1. The Gondia-Balaghat rail track, part of Gondia-Balaghat, Nainpur-Jabalpur under South-Eastern Railway which covers a distance of 187-42-229 km, became operational in September, 06. The gauge conversion work on the remaining 187 km should be speeded up.
2. Adequate funds should be provided to complete the 40 km gauge conversion work between Balaghat-Katangi, under the South-eastern railway.
3. The survey work for the new 12 km railway line from Katangi to Tirodi should be started to lay a new railway line. It would connect with the Tirodi-Tumsar rail line.
4. Overbridges should be constructed at Balaghat-Gondia Balaghat-Baiher, Nagra Katangi-Balaghat-Gondia main route, under the South-eastern railway.
5. Balaghat railway station should be extended under the South-eastern railway and loco shed and washing arrangement should be made.
6. The Gondia-Poona Maharashtra Express should originate from Balaghat and terminate at Poona via Gondia.
7. New trains should be started between Hyderabad-Howrah, Madras-Howrah in Chandfort, and Gondia.
8. Gondia-Nagpur local train should be run between Balaghat-Gondia-Nagpur.

*SHRI HARISINH CHAVDA (Banaskantha): Sir, the budget presented by the Minister of Railways has benefited the common man. I support this budget.

Ever since Laluji became the Minister of Railways, there has been tremendous progress due to his immense efforts, able leadership and his style of functioning. By not increasing the fares etc. during the past two years, Laluji has not only kept the train journey for the people affordable but has also lived upto their expectations. The record increase effected by Laluji in the freight rates shows his far-sightedness. This has filled the coffers of the railways. Lakhs of employment opportunities have been created in the cottage industries as a result of the taking up for use of earthen cups and khadi from the last year.

In this budget special attention has been paid to modernization, safety and comfortable journey. Apart from these, attention has been paid for laying new railway lines, introducing new trains and gauge conversion.

I thank Laluji for all these and expect him to solve some of the problems related to railways in my constituency.

Palanpur is the district headquarters. It is very essential that this station should be constructed anew. Although an 'A' grade station, the amenities here are inadequate. It should be made a model station through modernization. A new workshop should be established at Palanpur. Keeping in view that lakhs of persons are engaged in the diamond trade in Mumbai, a train should be introduced from Palanpur to Mumbai to alleviate their traveling troubles. There is a DEMU service between Abu Road and Ahmedabad. However, in view of the huge passenger traffic, there is a need to introduce another DEMU service. Palanpur is settled on either side of the rail track. Hence there is a need of an under bridge to be constructed. Also, a new foot over-bridge should also be constructed. The level crossing on the east of Piprala station in my constituency should be re-opened. The level crossing near Chandisar railway station should be got to remain open 24 hours a day. A foot over-bridge should be constructed at Chandisar station. Orders have been issued for laying a new railway line along Wiramgaon, Mehsana, Patan Bhildi. It should be routed via Shihori. Shihori is an important commercial center of the Taluka. A first class AC coach should be attached to the Bandra-Jaipur train.

[English]

MR. CHAIRMAN: I request the hon. Members not to speak for a long time. There are 100 Members who want to speak in this discussion. The Members may like to speak for any amount of time in this discussion but I would request them not to take much time so that everyone would get a chance to speak.

* The speech was laid on the Table.

Now, Shri S.P.Y. Reddy.

SHRI S.P.Y. REDDY (Nandyal): Mr. Chairman, Sir, I rise to support the Railway Budget fully. I not only fully support the Railway Budget but also congratulate the performance of the Railways and its employees. Fourteen lakh railway employees have made a profit of Rs. 11,000 crore on a turnover of Rs. 55,000 crore.

Sir, this proposed Budget of 2006-07, they expect Rs.15,000 crore profit from a turnover of Rs.60,000 crore. It is really great achievement.

Still there is much more potential for the railways to make more profits, to contribute to the national income and to share the Government expenditure. So, I hereby propose some steps to increase the profitability, capability and the utility of the railways. I want to submit a few points on that. The first and foremost point is doubling of tracks immediately except on mega bridges. I repeat that we have to do doubling of tracks except on mega bridges. Mega bridges take more time. They consume more money also. There should be automatic signalling along the route. Doubling of tracks with automatic signalling will decrease the turnaround time by more than 25 per cent for passenger trains and more than 100 per cent time for goods train. Goods train suffer more because at every crossing they receive least priority, kept outside the highways and crossings.

Just by doing doubling of tracks, a passenger train reaches faster by, at least, 25 per cent time and a goods train by 100 per cent time. This decrease in turnaround time will save wagons, locomotives and coaches. The same bogies, locomotives and wagons can bring in more incomes and more turnovers.

The next point that I would like to tell you is about roll on and roll off. This system is already available in the railways, in the Konkan railway line, where a loaded lorry comes and sits on the wagon, reaches to the destination, gets down itself and goes to the unloading point and unload consignment, gets loaded again and comes back to the station. Just like passenger stations, goods stations should also be there in the outskirts of the towns. Just like train timings are there for passenger trains, there should be freight train timings also.

I will give you an example to understand this. For

example, from Delhi to Hyderabad, we have got a timetable that the passenger train, Rajdhani Express will leave six o' clock in the evening. Just like that, timing should be given to a goods train that at seven o' clock from Delhi outskirts station, it would leave for Hyderabad. All the lorries going southward will come and sit on the train. The train transport is the cheapest.

In the road transport, to haul one tonne of load, the energy required is six times more than the energy required to haul on the railway track. I am a lorry fleet owner. In my fleet, I spend 60 per cent on diesel cost; 20 per cent on tyre cost and about five per cent on insurance cost. Now, if the railways fix a freight rate to loaded lorries, equivalent to the diesel consumed by the lorry to reach that destination, and allow them to save tyre and insurance expenses for themselves, the lorry transport people will be so happy to come and sit on the train.

If you see the railway expenditure, the diesel consumption or the diesel cost of operation of railways is only 16 per cent whereas in road transport, it is 60 per cent. So, to take advantage of low cost haulage on tracks and to get more traffic, you invite the loaded lorries and roll-on and roll-off should be practised widely.

I only request you to put it as a sample from Delhi to Hyderabad. Only two stations are required to be readied in the outskirts. Then, you can see the effect. You will have trains every hour. So much of lorry traffic moves from north to south. This will increase the revenue from goods movement and this revenue will be the main source of revenue of the railways. ...*(Interruptions)*

MR. CHAIRMAN: Please conclude. The Congress Party has given more than 30 names. If you speak for so much of time, then 30 Members from your party cannot speak. So, you will have to conclude your speech within five minutes. Now, each Member will be given only five minutes to speak.

...*(Interruptions)*

MR. CHAIRMAN: Thirty Congress from Congress Party are there in the list. So, please conclude.

...*(Interruptions)*

SHRI S.P.Y. REDDY: When the turnover goes up, the cost of wages and salaries and pension comes down. Now it is 46 per cent in respect of wages and salaries and pension in the present Budget. I do not want it to be

reduced; rather I want it to be increased further. But when the turnover goes up, the cost of salaries and pension in the total turnover automatically goes down.

Now, I would like to say something about electrification. Now, diesel is being imported in the country. Here I would like to say that the consumption of diesel should come down. The road transport and the railways consume about 80 per cent of the diesel that is imported. Now, with this roll on and roll off, majority of the road traffic will come to the trains and when the trains are run by electricity, the diesel consumption will come down drastically, saving the country's precious foreign exchange and make the country nearly self-sufficient in energy. So, the electrification should be done.

The fourth point that I would like to tell, is about the public-private partnership. The railways have already evolved a number of models. This should be allowed for new lines. Yesterday, the hon. Minister of Railways had said that this particular route is not viable. We know that it is viable provided the traffic increases. ...*(Interruptions)*

MR. CHAIRMAN: Please conclude.

...*(Interruptions)*

SHRI S.P.Y. REDDY: When the railways construct a line, the cost of construction per kilometre is about Rs. 1 crore to Rs. 1.5 crore, but the actual cost should not exceed between Rs. 60 lakh to Rs. 70 lakh. ...*(Interruptions)* I have got a cement factory. Thirty or forty kilometres of track hardly will cost me about Rs. 20 or Rs. 30 crore. ...*(Interruptions)*

MR. CHAIRMAN: Those Members who want to lay their speeches, they can do so. Shri Reddy, please conclude.

...*(Interruptions)*

SHRI S.P.Y. REDDY: With respect to constructing of new lines, if the railways give enough returns to the private parties and private factories, then they will construct the railway lines and hand them over to the railways. It is because the cost of construction of a railway line by private party is half the cost of the construction being incurred by the railways. ...*(Interruptions)*

Sir, with these few words, I conclude my speech.

[Translation]

*SHRI DAHYABHAI VALLABHBHAI PATEL (Daman and Diu): Sir, the hon'ble Minister of Railways has presented the railway budget keeping in view the expectations of the people and the prevailing situation. Passenger fares and freight rates have not been increased. This has come as a relief for the common man. For the first time, the Railways have a surplus budget. This, however, does not imply that development of any aspect of the railways has been neglected. Special attention has been paid to security. New projects which have been started, cover almost the entire country. However, I have a complaint against the Hon'ble Railway Minister regarding the neglect of the Union Territory of Daman, Diu and Dadra Nagar Haveli as no attention has been paid in the budget towards this area.

I have requested the Minister of Railways several times for the construction of a over bridge at the Balitha railway crossing at Vapi, Gujrat and for widening the under bridge at the Karambeilly level crossing. The heavy vehicles enter Daman from Dabhel along the National Highway No. 8, using the Balitha railway crossing. Being on the Mumbai-Ahmedabad main rail route, the Balitha railway crossing remains closed most of the times. Leading to traffic congestion on either side, Balitha railway crossing is the main link road from Dabhel, Somnath and Kachigaon in Daman to National Highway No-8. Therefore, there is an urgent need for an over bridge on this railway crossing. Similarly, the Karambeilly railway crossing is an important link between Mumbai-Ahmedabad road. It's present size is inadequate in view of the increasing traffic. Hence, there is a need to get the survey for the widening of the Karambeilly railway crossing be started immediately to complete this at the earliest, so that the movement of traffic could be eased off.

Similarly, I have drawn the attention of the Government numerous times towards the need for the extension of the broad gauge railway line from Pipav port to Mandvi check post (Ghogla-Diu), and from Somnath Verawal to Ahmedpur Mandvi check post (Ghagla Diu). I request the Minister of Railways to take urgent action in this regard. The Government in view of the immense tourist potential of the Union Territory of Daman and Diu, has declared it as an important tourist place. Diu has an important place on the international tourist map also as about five lakh foreign and domestic tourists visit here each year.

* The speech was laid on the Table.

[Shri S.P.Y. Reddy]

Therefore, I would like to request the hon'ble Minister of Railways to issue orders to concerned authorities immediately for extension of broad gauge railway line on this route.

Similarly, a memu train should also be started immediately on Valsad-Dahanu-Valsad route for industrial workers. Thousands of industrial workers commute on this route daily. These workers will have convenience with the starting of this train. This railway station has been declared as 'A' grade railway station on the basis of revenue collected from Vapi but the facilities available in this railway station are not according to its status. Hence, I would like to request the honourable Minister to take action immediately to improve amenities at Vapi railway station. I hope honourable Minister of Railways will provide relief to common people by taking action in regard to my requests.

SHRI RAM KRIPAL YADAV (Patna): Mr. Chairman, Sir, I am in favour of Rail Budget 2006-07 presented by honourable Minister of Railways and I rise to support this budget. I am grateful to honourable Minister of Railways, honourable Prime Minister and UPA Government for providing relief to people of India through their able leadership and turning the Ministry of Railway into a profitable organization. I knew that honourable Member will praise honourable Minister of Railways. Earlier, before the presentation of the rail budget people took it for granted that passenger fares and freight rates would be increased. With the co-operation and commitment of fourteen lakh employees honourable Minister of Railways under his able leadership has been able to achieve his objective of increasing the passenger fare nor freight rates. In this way this is the third time when he has presented a historic budget and he has given a profit of 11,000 crore rupees through his efficiency and able leadership. I would have appreciated it if the honourable opposition Members had praised this development and they will not do this. Though the opposition speak of constructive cooperation, but you are not doing this. You should praise good work and the work which has not been done you should try to add it then we will be able to understand it. Just now honourable Member Shri Anand ji was speaking but I do not know where he has gone now, as you people are sitting here so I will express my views. Honourable Member Shri Anand ji was talking about several things, he was saying that earthen pots and khadi are no longer in use and several things like this. I would like to state that the steps taken by honourable Minister of Railways to provide employment to

poors and the skilled are appreciable. Earthen pots and khadi are still in use. If Anand ji would have travelled by train then he would have definitely known that khadi is still there.

Honourable Chairman, you travel by train, there khadi is used as pillow cover, curtains, and in all things but still he could not see it. I accept that earthen pot is still in use there but it is true that it is not used in the manner it should be. I would request the honourable Minister of Railways through you to ensure the use of earthen pot. ...*(Interruptions)*

18.33 hrs.

(Mr. Deputy Speaker in the Chair)

SHRI KHARABELA SWAIN (Balasore): This year rail budget has no mention of earthen pots and khadi. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing will go on record except the speech of Shri Ram Kripal Yadav.

*(Interruptions)...**

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Chairman, Sir, if I am interrupted every now and then how would I complete my speech. I need your protection. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Your friends are interrupting you.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Nothing is being recorded except the speech of Shri Ram Kripal Yadav. Please take your seat.

*(Interruptions)...**

[Translation]

SHRI RAM KRIPAL YADAV: The honourable Minister has introduced 55 new trains during this financial year. 37 trains have been extended. Frequency of 12 trains has been increased. Just now an honourable Member said the plan for laying new lines and starting new trains is

* Not recorded.

lopsided. My request is to compare the allocations made to the States and the amount provided from the time of independence as of now. This will give you a clear picture. More trains have been introduced in such states where there were already plenty of states. Train services have not been introduced which were already backward in this regard. Just now one of their colleague said this would make the honourable member from Maharashtra happy. Through his sagacity the honourable Minister of Railway has tried to remove this imbalance.

Mr. Deputy Speaker, Sir, just now Shri Anand Kumar ji said that the Railways want to modernize important railway stations on the Vastu principles. I want to know what is wrong in this. Don't the hon'ble Member wants the renovation of the stations built during the days of English which are in dilapidated state with no sheds for the passengers leading to a lot of inconvenience to them. NDA did nothing during its rule. During the tenure of the Minister of Railways * when they were in power.
...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Please do not mention the name of the person who is not present in the House.

[Translation]

SHRI RAM KRIPAL YADAV: All right, I will not take his name. Sir, do you know the people have nicknamed, the former Railway Minister of the NDA Government as Ghoshna Mantri, Shilanyas Mantri, Durghatna Mantri.

Now, I want to present some figures relating to the safety arrangements. It is said that NDA Government had made very good arrangements for safety and our Government have neglected the safety aspects. Have a look at the figures. ...(Interruptions) Hon'ble Members are requested to keep quite. In 2001 the number of Railway accidents was 473 and in 2001.-2002 it was 415. In year 2002-2003 it was 351, in 2004 when our Government assumed power, the number of rail accidents was reduced to 325 and in 2005 it was further reduced to 234. How can they say that there are no safety arrangements now? I also want to mention the number of casualties. More the number of accidents more the casualties

[English]

MR. DEPUTY SPEAKER: Please conclude now. There are more than 100 Members to speak.

* Not recorded.

[Translation]

SHRI RAM KRIPAL YADAV: I shall not state the number of casualties. I want to state that hon'ble Minister of Railways has converted 200 mail express trains into super fast trains. Not only this, he has given the status of super fast trains. Not only this, he has given the status of superfast train to more than 200 mail express trains. The hon'ble Member of opposition was saying just now that unemployment is increasing as privatization is being done. What is wrong of this Government is making arrangements to provide employment to poor people, if a proposal has been made in the railway budget especially for the unemployed educated persons from the villages who do not get jobs that they would be offered jobs requiring them to manage ticket counters and issue tickets then what is wrong in it. Mr. Deputy Speaker Sir, you are ringing bell. I have just begun. I have always enjoyed your support. I have just taken 2-3 minutes.

MR. DEPUTY SPEAKER: You should also cooperate with me. There are more than 100 members who are going to speak.

SHRI RAM KRIPAL YADAV: If you order then I would yield.

MR. DEPUTY SPEAKER: Please conclude fast.

SHRI RAM KRIPAL YADAV: If you would interrupt me then I would get detailed from the topic.

MR. DEPUTY SPEAKER: Please conclude. I have no objection, but this way the Member will have to sit throughout the night.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, I have got a large stack of figures with me. Excellent work has been done in various fields. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Athawale, please no running commentary in the House.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, not only this, hon'ble Minister has also paid attention towards the unemployed youth, which have been unemployed for long time. Those belonging to tribal

[Shri Ram Kripal Yadav]

community, scheduled castes, and OBC have been given an exemption of one year in age so that they can get opportunity. The hon. Railway Minister has done many such welfare related works. Funds have been allocated during the 2006-07 for laying 505 kms new railway lines, for conversion of 11,000 kms railway line into broad gauge and for the extension of 435 kms. railway lines.

Mr. Deputy Speaker, Sir, Air-conditioned 'Garib Rath' was being mentioned. These peoples do not relate to the agony and aspirations of the poor, how they would know, what the poor want. Every person has a dream of living a good house, having choicest meals, sporting good clothes and traveling comfortably. The poor people dreaming about Air-conditioned coaches, used to go and look at them only to be humiliated and turned away by the T.T. and police. But if the hon. Minister has done the job of realising the dream of poor people then what is wrong in it. They have not liked it. They do not understand the poor, the dream, which the poor had cherished for years, has been materialized by the hon. Minister by making available an A.C. coach car within a very reasonable fare, it is a major achievement. Therefore, I am obliged to him and want to tell my colleagues in the opposition that they should try to identify the aspirations of the poor and try to understand their feelings and not merely talk about the rich. The Hon. Minister has made provisions for them too, they do not like this. Arrangements are being made to set up Cyber Cafe and ATM machines on the Railway Platforms, they are not able to digest it. What do they want, they want to push the country 100 years back. Whether they do not want that the country should make progress and the railways should become profitable.

Sir, the hon. Minister of Railways has made certain provisions for Bihar, as Bihar has been a neglected state. All the people are asking what has he done for Bihar during his tenure? What has been done by the Government according to the population and equipments of Bihar? Bihar has been neglected since independence. The hon. Minister of Railways has not done any thing special for Bihar but he has just tried to remove inequalities. For that also, they are trying to target the Minister of Railways. Lot more progress is yet to be made in Bihar. Bihar has yet not received its share in accordance with its requirements. Bihar has been exploited in every sphere - electricity, water.

These people are not happy if the hon'ble Minister

has done something for Bihar. The Minister of Railways through his wisdom has tried to connect every part of country with Railway lines. He has done the job of raising Bihar which was lagging far behind and recovering slowly from the morass of backwardness. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Shri Yadav, please conclude your speech.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, I will sit down if you ask me to.

MR. DEPUTY SPEAKER: Please conclude.

SHRI RAM KRIPAL YADAV: I would speak for another ten minutes. ...*(Interruptions)*

MR. DEPUTY SPEAKER: If you are going to take whole of the time then no time will leave for the Minister to speak.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, I would speak for some more time. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Shri Ram Kripal Yadav, you have already taken more than 15 minutes.

[Translation]

SHRI RAM KRIPAL YADAV: If you order me to sit down, I will. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: No, please conclude now.

...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Other Members from your party also want to speak. The total time allotted to your party has been exhausted.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, I would request you to let me speak for another 10 minutes.

MR. DEPUTY SPEAKER: No, your party's time is over.

SHRI RAM KRIPAL YADAV: If I have your kind support.

MR. DEPUTY SPEAKER: Four more Members of your party are yet to speak.

[Translation]

SHRI RAM KRIPAL YADAV: Whenever you desire, I will sit down.

[English]

MR. DEPUTY SPEAKER: Please conclude now.

...(Interruptions)

MR. DEPUTY SPEAKER: Please address the Chair. Mr. Ram Kripal Yadav, please wait a minute. From your Party, there are still three Members who want to speak on the Railway Budget. They are Shri Alok Kumar Mehta, Dr. Dharendra Agarwal and Shri Anirudh Prasad alias Sadhu Yadav.

[Translation]

SHRI RAM KRIPAL YADAV: I was talking about my region. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Do not do running commentary, please.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: If you continue to speak no one else will get the time to speak. Now you please conclude. The time allotted to your party has been over.

SHRI RAM KRIPAL YADAV: I was talking about my region, Mr. Deputy Speaker, Sir, with your permission, I will try to conclude soon. There are several problems in Bihar and through you I would like to request Hon'ble Minister of Railways to resolve them. First of all, there is a need of doubling the Barh-Mokamo-Fatuha-Bankaghat rail line. Funds should be released for the Nyora via Dariyavan rail section, which has not been released so far. Sub-urban services should be introduced by laying new rail lines at Patna-Buxer, Patna-Kyul section since the common men have to face lot of inconvenience. The milk-man, vegetable vendors and commuters shall be benefited from this. An over bridge may be constructed to link the National

Highway 30A and 31 keeping in view the commercial interests. By this the distance of the border areas will be reduced. The Bharat Wagons Company, being run by the Ministry of Heavy Industry should be acquired by the Railways. In the recent past, the Minister of Railways started this Company and large scale employment will be generated due to this. In additions, the funds should be released to conduct a survey of Motihari-Shivhar-Sitamrhi Rail line. A survey was conducted to lay a Rail line in Sitamarhi-Jay Nagar-Lokah-Nirmali section but no provision is made in the budget in this regard. I demand that funds should be released for this purpose.

Mr. Deputy Speaker, Sir, no action has been taken to lay a new Rail line from Bihta-Aurangabad, so far. Earlier the funds were released to conduct a survey in this regard but no body knows what happened to that money. Five parliamentary constituencies shall be benefited from this work. So, it is requested that action should be taken immediately in this regard. Hon'ble Minister had laid the foundation stone for an overbridge in Bihta, but the work in this regard has not commenced so far. An overbridge should be constructed at eastern Ara railway crossing on urgent basis. In the same way, a level crossing be constructed at Ara station in the middle of Jameela Halt near Pipariya village. An overbridge should also be constructed by the PWD near Kunariya Station.

Mr. Deputy Speaker, Sir, usually the passengers of our area travel in very pathetic conditions since the AC-I class and general coaches of the trains bound to Bihar are in very dilapidated condition and it appears that all the dejected and rejected coaches are attached to the trains bound to Bihar. It is a matter of regret. There are no facility of lighting and lavatory. Hence, I would like to request that the rejected coaches should not be attached to the trains bound to Bihar. ...(Interruptions) With these words, I conclude.

I again express my gratitude to Hon'ble Minister, alongwith the employees and officers of the railways. Hon'ble Lalu ji is committed to fulfill the vision of Hon'ble Prime Minister of making Indian Railway number one in the world. With the co-operation of both the State Minister, I desire that opposition should also cooperate in this matter since the Government cannot function smoothly without their proper cooperation. They should positively cooperate us as we did when NDA was in power. Thank you.

[Shri Ram Kripal Yadav]

*Sir, I submit the following most important proposals related to my parliamentary constituency.

1. The Ara railway station under Danapur railway zone earn highest revenue after Patna railway station, while passenger facilities are negligible there.

The passenger shades are much short in comparison to the length of platform and length of trains, due to which the passengers have to face a lot of hardships during the Monsoon and in summer season.

2. To provide the facilities of drinking water and toilets in proportion to the number of passengers.
3. To increase the number of ticket counters on urgent basis.
4. To meet the shortage of booking clerks and employees of general category.
5. To provide the facility of telephone both at platform No. 1 and book stall at platform No.2.
6. Well-maintenance of parking facility.
7. To improve the facility of enquiry with the provision of rooms for the ticket collectors at the same place.
8. To make provisions for the VIP rooms.
9. To provide television sets at stations for the sake of communication.
10. To make provisions for bathrooms and toilets and in the waiting rooms and provision of lodging for passengers.
11. To make provisions for stoppage of Jiarat Express, Guwahati-Jodhpur Express, Uttaranchal Express, Upasana Express, Sampurna Kranti Express and Archana Express at Ara station. The above trains are destined to Ajmer, Jodhpur, Dehradun, New Delhi and Jammu Tawi respectively. Besides, the passengers have a lot of convenience and the Government will get good amount of revenue if a provision is made to originate the Danapur Tata Express, Hawrah Danapur Express, Palla Tata Express and Ganga Damodar Express from the Ara railway station in place of Patna Station.

12. To make provision for stoppage of 13 UP and 14 DN Sialdah Expres at Kulhadiha Station.
13. To increase the number of EMU Trains.
14. To construct the shades for passengers at Jameera halt.
15. To construct shades for passengers at Jagjivan Ram halt named after the former Deputy Prime Minister.
16. To construct a new halt in the middle of Ara and Karisath Stations, near Mahatbaria village on the urgent basis.
17. To construct a level crossing and halt in the middle of Ara station and Jameera halt, opposite Piparhian village.
18. To construct an over-bridge at PWD road near Kulhadia station.
19. To start the construction of an over bridge at eastern Ara railway crossing immediately for which foundation stone has already been laid by Hon. Minister of Railways.
20. The construction of the rail overbridge at Bihta, the foundation stone for which was laid by the hon. Minister of Railways, should be started immediately.
21. Immediate action should be taken for a new rail link between Bihta and Aurangabad.
22. I have learnt from reliable sources that the land belonging to the Mortin Railway Line is being sold to the Zilla Parishad which belonged to the Government of India. This land is extremely important for the development of railways. Washing facilities could be developed for trains on that land or it could also be put to other use as well. This matter should be investigated and necessary action be taken.
23. Immediate action should be taken for a new rail link between Bihta and Aurangabad.
24. I have learnt from reliable sources that the land belonging to the Mortin Railway Line is being sold to the Zilla Parishad which belonged to the Government of India. This land is extremely important for the development of railways. Washing facilities could be developed for trains on that land or it could also be put to other use as well. This matter should be investigated and necessary action be taken.

... This part of the speech was laid on the Table.

25. Ensure the completion of Ara-Sasaram rail line under construction and make it operational by 2007.
26. To name the proposed Adora Dularpur railway station on Ara-Sasaram section under construction after the great freedom fighter of Adora, Late Shri Paltu Kahar.
27. A railway station should be constructed near the Susari village between Nokha and Sanjhauli on the Ara-Sasaram Section under construction.
28. A Halt should be provided at village Chanka, between Nokha and Shekhpurwa.
29. A third railway line should be laid between Mokama and Ara to lose the traffic congestion so that trains could run on time.
30. Patna-Allahabad intercity express be introduced which start from Patna in the morning and should return from Allahabad to Patna at 2100 hrs. or 2200 hrs in the evening.
31. Direct trains be provided from Patna to Ahmedabad, Guwahati, Haridwar and Amritsar.
32. Dehradun-Varanasi Express 9167 UP/9168 DN be extended up to Patna.
33. The frequency of Patna-Yashwantpur Bangalore Sanghmitra Express 6044 UP/6043 DN be increased from two day to five days.
34. Patna-Puri Express 8449 UP/8450 DN should run for three days instead of one.
35. The frequency of Patna-Indore Express via Sultanpur and Patna-Indore Express via Faizabad be increased from one day to two days.
36. The frequency of Howrah-Dehradun Express 3913 UP/3014 DN be increased from one day to two days.
37. The frequency of Patna-Jammu Archana Express 3259 UP/3260 DN be increased from one day to two days.
38. The frequency of Patna-Poona Express 1038 UP/1037 DN be increased from one day to two days.
39. Two Pairs of additional EMU trains should be introduced between Patna-Mokama-Jhajha, Patna Buxar and Patna-Gaya route.
40. The routes of the following trains to Patna should be

via the main line between Mughalsarai and Asansol, once a week:- Howrah-New Delhi Shipra Express 9306 UP/9305 DN, Puri-New Delhi Neelanchal Express 8475 UP/8476 DN and Puri-New Delhi Express 2815 UP/2816 DN.

41. A stoppage be provided at Patna junction for the New Delhi:- Guwahati North-East Link Express 2502 UP/2510 DN.
42. The Fatuha Islampur, Bakhtiyarpur-Rajgir and Kiul-Gaya Section be electrified.
43. DMU service should be started between Fatuha-Islampur with three UP and three DN frequency.*

[English]

*SHRI ABDULLAKUTTY (Cannanore): Respected Sir, I would like to bring kind attention of this august House below subject regarding railway development at Kannur.

Kannur Railway station is a very important station under Southern Railway having an area of around 55 Acres. The Railway establishments and quarters are scattered here and there and this occupying a large area of Railway land. Modification should be made with a master plan for restructuring the Railway establishments and Railway quarters. Thereby the expenses for the maintenance of Railway establishments can be minimized by the optimum utilization. New flats should be built instead of old quarters and an administrative block could be open. The station positioned in the heart of the city and therefore it is also quite feasible to build a commercial complex.

Taking into consideration of the development going to take place in the west coast area, new trains are expected to starts from Cannanore. For the maintenance of the Trains the proposed pit line at Cannanore is essential. Cannanore will be a major center if the proposed pit line comes true. At present 3 platforms are available at Cannanore. As you know, the number of trains have increased hence additional platform are required to receive incoming and out going trains at the eastern side of the station. At Cannanore total 7 lines existing. This may be extended up to 10.

The doubling work of 5 K.M between Valapattanam and Cannanore has not completed yet. The work started

* The speech was laid on the Table.

[Shri Abdullakutty]

on September 26, 2004. (Already taken 2½ years!)—It is known that 6 months has lapsed and the contract has been terminated accordingly. Now the work is pending by saying some technicalities, contractors problems etc. need active involvement to avoid the unnecessary delay.

The RoBs like Nadal-Chovva (LC No.238), Thazhe Chovva ROB (LC No.239), Muzhappilangad ROB (LC 232) were sanctioned in principle. But the work has not been started yet. The interlock facility should be implemented at Muzhappilangad unmanned gate. (LC No.231). only the Railway portion is pending in the case of Irinavu level cross and Valapattanam, ROB.

Under These Circumstances I am requesting your good self to do the needful in this regard.

SHRIMATI MINATI SEN (Jalpaiguri): Thank you, Mr. Deputy Speaker, Sir, for giving me this chance to participate in the discussion on Railway Budget. I stand on behalf of my party to support this Budget with some reservations which, with your permission, I would like to point out in this august House.

Laluji has presented the Rail Budget like the Minister of Railways of UPA Government and certainly not Laluji whom people know. In this House we have witnessed hon. Laluji speak against privatisation and outsourcing. Unfortunately, the same Laluji has presented his Budget with proposals for privatisation and outsourcing of maintenance of stations and retiring rooms, cleaning, ticketing and even catering. Anyone can easily detect that all these proposals have been made according to the recommendations of Rakesh Mohan Committee report suggesting privatisation of Railways.

Hon. Railway Minister has proposed to lower the charges leviable on E-ticketing. One of the conditions of E-ticketing is that the intending customer shall have to pay for the ticket through credit card. I would like to know from the hon. Minister how many poor people in our country have computers and credit cards. Similarly, the fares of AC First class and AC Two-tier have been proposed to be lowered. What is the argument for that? What is the logic behind this? The argument is that the private airlines have lowered their airfare to a great extent and Railways should compete with them. There is a proverb, 'Time is money'. People who avail of air journey will never switch over to Railways because of the time factor.

Every one of us is well acquainted with the chant *chai garam*. The term *chai garam* is so well-known that every railway passenger correlates Railways with that chant. But the Government proposes to implement a new catering policy from 2005. The Standing Committee on Railways in its Fourteenth Report, which was placed in this august House on 30th August, 2005, has rightly pointed out that, "The concept behind Railway catering has been changed. It has no longer been treated as a part of passenger amenities."

Earlier, catering on Railways was based on the principle of no profit no loss, but in the New Catering Policy, the dominant theme is to commercialize it, privatize it. Profit motive is apparent on the face of it, license fee has been hiked, tendering and bidding system has been introduced, license would be given to the highest bidder, tenure of license has been reduced and departmental catering is being dispensed with.

The Committee has also recommended that the policy should incorporate provisions, which fulfil social obligations towards passengers and those dependent on Railways. Unfortunately, the Government has ignored the recommendations. Very soon, the poor people of India will miss their Janata meal and puri-subji, and will be compelled to stare at the food plazas, where affluent people will enjoy the Pizzas or Burgars. I wonder, is this the old Laluji, who introduced khadi and earthen pot in Railways earlier?!

Sir, this is not all. The hon. Minister wants us to endorse the Budget proposals even when it goes against the interests of West Bengal, North-East India and South India.

Let me first start with the proposal of Freight Corridor. According to the Budget proposals, the Eastern Corridor Project will start from Ludhiana and ends at Sonnagar. I admit that I have never heard of Sonnagar. Where is it? Why will the Freight Corridor not be extended up to Kolkata at the first phase, and Haldia at the second phase? Let me quote from a report published in the Economic Times, dated 15th January, 2006. The report states inter-alia "Japan, during the visit of its Prime Minister last year, had agreed to invest Rs.20,000 crore in the first phase of the Corridor — the 2,800 km Delhi-Kolkata and Delhi-Mumbai section. Ignoring the importance of Kolkata, which is the gateway of Eastern India, the Corridor is being taken away to some unknown place."

It has been proposed to extend the Circular Rail from Dumdum to Netaji Subhash Chandra Bose Airport.

MR. DEPUTY-SPEAKER: Please wait. If any hon. Member would like to lay his speech on the Table of the House, he is welcome. It will form part of the proceedings.

Hon. Member, if you have any written speech, you can lay it. You are reading the speech.

SHRIMATI MINATI SEN: I am the second speaker of my Party.

MR. DEPUTY SPEAKER: If any hon. Member wants to lay his speech on the Table of the House, he can do so.

Please continue.

SHRIMATI MINATI SEN: I do not understand the logic behind such wasteful expenditure. Do the hon. Minister really believe that people who will reach Netaji Subhash Chandra Bose Airport by air will prefer to reach Kolkata via Nimtola Burning Ghat by Circular Rail? Time and again, we have suggested to extend the Metro Rail from Dumdum to Barrackpore.

Similarly, no care has been taken to increase the number of suburban trains, leaving Howrah and Sealdah, though there is an increase of 13 per cent passenger traffic per year.

Sir, I represent Jalpaiguri constituency of North Bengal. The entire North Bengal has been subjected to neglect since the British period.

19.00 hrs.

It is really a matter of regret that the present Budget proposal has added salt on the wounds. For example, in the last Budget, Railways had a Budget allocation of Rs.50 crore for Moynaguri-Jogikhopa new line. But in this proposal, the Government has proposed to allocate only Rs.35 crore for the same project. In order to complete this work, another Rs.733 crores is needed. If the works move in such a snail's pace due to fund crunch, it will take another fifty plus years to complete the project.

Similarly, I would like to draw the attention of the Government to the dilapidated conditions of Darjeeling Mail. I hope that it needs no mention that this is one of the oldest trains in India. But this train has not yet been included in the list of heritage trains. I demand that this train should be remodeled like Palace on Wheels or Fairy Queen.

Sir, I do not know whether it is known to the

Government that during the British period, people from North Bengal could reach Sealdah within six hours from Haldibari via present Bangladesh. Since, the relation between India and SAARC countries is improving, if we can run bus to Lahore from Delhi and Kolkata to Dhaka, we should restore the train services also.

People of North Bengal and Jalpaiguri in particular are demanding:

1. Super fast train between Haldibari to Sealdah via Jalpaiguri;
2. Extension of Darjeeling Mail up to Haldibari;
3. Inter-city train from Alipurduars to Jalpaiguri via Raninagar;
4. Railway Recruitment Centre at New Jalpaiguri;
5. Upgradation of Odlabari Railway Station and stoppage of the trains including construction of underpass;
6. Upgradation of Jalpaiguri Road Station and stoppage of Mail and express trains; and
7. Construction of Railway Bridge between Haldibari to Mekhligunge over River Tiasta.

The hon. Railway Minister gave assurances that he would see that the Railways hawkers might get licence from Railways. He also assured that the vacant railway land would be given on lease for both commercial and residential purpose. Unfortunately, Shri Laluji has simply forgotten his assurances and there is nothing in his Budget speech on this aspect.

I do not want to take any more time of the House. I hope that the Minister of Railways will meet the genuine demands of the people. I have some proposals to make. With your permission, I would like to lay these proposals on the Table of the House.

*Sir, there are certain long pending issues which have not been taken care of even after repeated discussions.

First one is about the Railway rest room and guesthouse at Dakshineswar. It is an international tourist spot. I would request for introduction of escalator for using

... This part of the speech was laid on the Table.

[Shrimati Minati Sen]

the platform. As the importance of the Holy Kali temple of Dakshineswar is universally known, every Saturday and Sunday and particularly on the occasion of Kali Puja, Bengali New Years Day, 1st January (Kalpataru Utsav) and other days, it becomes the tryst of many people. Lakhs of pilgrims who attend this Holy place have to stay there. But unfortunately, no rest room or guesthouse is there at the railway station. The Railway Authority has plenty of vacant space for building, rest room and guesthouse for the benefit of the passengers and pilgrims. Many of the pilgrims and passengers alike who are quite elderly or physically handicapped would be benefited by the introduction of escalator for using the platform. All these are more important as Dakshineswar has been declared as an international tourist spot.

My second point is regarding the halt of all mail and express trains at Dakshineswar including Sldh-Darjeeling Mail. Being an international tourist spot, it is logical to have a stoppage for trains like Darjeeling Mail and other premium super fast trains viz. Sealdah-New Delhi Rajdhani Express because most of the international tourists generally travel by these trains.

My third point is regarding the introduction of 12 coaches EMU services in Sealdah section during office hours. The suburban railway system in Sealdah station has always remained complex, densely loaded and intensively utilized.

With every passing year there is a spurt in the rise of this load leading to squeezing of the floor space and increasing the super dense crush load of standing passengers per square meter of floor space.

My fourth point is about the halt station at Napara between Dum Dum and Belgharia station. A halt station is required for the commuters who originate from Napara. Napara being in the middle of Belgharia and Dum Dum Junction, a great number of daily passengers especially office goers and school children alike either have to come all the way to Belgharia or Dum Dum Junction or even to Baranagar. It is needless to mention that it is an unnecessary pain that has to be endured by the passengers of this locality and that too at the time when they are rushing for their occupation.*

[Translation]

DR. VALLABHBHAI KATHIRIA (Rajkot): Mr. Deputy

Speaker, Sir, it is good that Shri Lalu Prasad has also arrived. Lalu Prasad Ji I am coming from Gujarat and today the railway budget. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: You please address the Chair only.

[Translation]

DR. VALLABHBHAI KATHIRIA: I am happy as well as sad today. You have declared this year and the 'smile year' for the railways. It is laudable. You have taken several steps for the modernization and technological upgradation of the railways.

[English]

MR. DEPUTY SPEAKER: Let me make one thing very clear that you should address to the Chair and not any individual.

[Translation]

DR. VALLABHBHAI KATHIRIA: You did not increase the fares. Steps have been taken for a hefty rise in freight rates, which will lead to rise in revenue. You spoke of introducing double decker trains. Two hundred super fast trains have been provided. Money has been provided for the modernization of several railway stations. I am happy for this. But the budget is not balanced. I feel pained at this. Your approach has been commercial. Your emphasis has been on earning profits. The western railway is the biggest grosser of revenue. But you have not made any provision for that region. There are several parts in my area Saurashtra. There are refinery and cement companies there. Salt and onion is also produced there. A huge revenue is generated from there from freight earnings. After being converted into broad gauge, the Nawlakhi Wakoner route has enabled the railways to recoup its cost within eight months. Now it is earning only profit. The entire Saurashtra region has the potential to generate more revenue. But you have done injustice to us. I would like to request you that there are still a few routes awaiting gauge conversion. For example Porbander-Bansjhali, Jetalsar, Dhasa, which is a small section of only 120 km. You have completed the Somnath-Rajkot gauge conversion project. If the remaining portion is converted, it will also generate revenue. If the gauge conversion work on the remaining 30-40 km. Portion of Dhrangdra-Surendernagar is completed, the freight traffic from Kandla it would be beneficial for the railways.

The second point I want to make is that you have created various Divisions. The creation of Ahmedabad Division has resulted in an imbalance between the Rajkot Division and Bhavnagar Division. Earlier it was 1200 kms but now it is 600 kms. It is the demand of our employees there - that it would be more convenient to them as well as to our officials that the distance between these two divisions should be at least 900 kms. They need to improve the situation from geographical point of view.

Third issue is to lay a double track. This is a revenue generating area. The track between Veerangam to Rajkot is a single track. All the trains start from Hapa, Dwarka, Porbander or Somnath. They pass via Rajkot junction. Goods trains of refineries also run there. If the single tracks between Rajkot to Surendernagar and Surendernagar to Veerangam are converted into double track then revenue would be generated in just one year only.

Another thing is that they have completed broad-gauge conversion from Rajkot to Somnath but it has been two years and no new train has been introduced. A lot of passengers from Gujarat travel to Haridwar and Rishikesh. We have demanded that a train should be introduced between Somnath to Haridwar. There is no single train to this place from there. Now, broad-gauge conversion has taken place over there. Small local trains are plying there. Only the Trivandrum train, which was coming up to Rajkot, has been extended upto Somnath. I had prepared a list in consensus with the DRM there and have forwarded that demand over here that a train should be run from Somnath to Haridwar. I also demand that the train between Okha to Dehradun which runs once a week should be run twice a week. A lot of trains ply from Ahmedabad to Jodhpur. But we want that the Western zone of Saurashtra, I have brought map along with me because people do not know what is where? I would like to state that the entire Saurashtra is such place. I am pointing to the region of Saurashtra in the map. ...*(Interruptions)*

MR. DEPUTY SPEAKER: You go and see him in the Chamber; there is no need to show papers over here.

DR. VALLABHBHAI KATHIRIA: It is my humble request that the train which halts at Ahmedabad for 10-12 hours, can be extended up to Rajkot, Somnath and Porbander. ...*(Interruptions)*

Rest are all small demands like Pantry car, AC stop etc., we have given in writing also for the same. If they

completely resolve these problems then I feel it would benefit the people to a large extent. I would like to tell Lalaji that he must make some provisions in the revised budget to satisfy the people of my area. ...*(Interruptions)*

Mr. Deputy Speaker, Sir, I would like to thank you for giving me an opportunity to speak.

*SHRI RAJNARAYAN BUDHOLIA (Hamirpur, Uttar Pradesh): I would like to thank you for giving me an opportunity to present my view before the House on the 2006-07 Rail Budget presented by Hon'ble Minister of Railways.

Sir, my Parliamentary Constituency Hamirpur-Mahoba is extremely backward so far the railway facilities are concerned. If we survey the development work done after independence in this area then we would find that this is merely a drop in the ocean. A large number of passengers from this area travel to various sub-cities and metropolitans in search of employment but there are very few important trains which connect these cities from this place. As a result, people have to travel hundreds of kilometers to board a train.

A number of requests have been made by myself and other former representatives of Hamirpur-Mahoba region that a new line should be laid from Urai to Mahoba via Rath Charkhari and from Hamirpur Road to Hamirpur headquarters via Vivar-Rath to Harpalpur, Madhya Pradesh and from Harpalpur to Kalpi via Rath-Gohan-Sarila-Chadowth but the results so far have been zero. The passengers have to face a lot of difficulty due to the lack of Locoshed facility for the trains to halt at night. A direct train should be run from Mahoba to Lucknow via Kabrai-Khairaragaul Bharuwa-Sumerpur-Kanpur. The railway stations of Kulpahadh-Charkhari Road, Hamirpur road, in my Parliamentary Constituency are located far from the town due to which there is risk of passengers being looted at night, therefore, the above mentioned stations should be established near the town for the convenience of passengers.

Railway crossing should be made at Manikpur on Jhansi-Manikpur railway line, Harpalpur railway crossing, railway crossing between Supa, Kidari and Matoudh-Bandha and at Ratn crossing of Orai headquarters on Jhansi-Kanpur railway line and an over bridge should also be constructed at the Riniya railway crossing. There is a need for making a foot over bridge for the passengers

* The speech was laid on the Table.

[Shri Rajnarayan Budholia]

to cross from one platform to another platform at Mahoba railway station. The aged people, children and women have to face great difficulty while crossing the railway track which is unsafe also. A foot over bridge should be immediately constructed for the passengers. Besides, being an important railway station of the Banda railway line, Mahoba is also District Headquarter. Doubling and electrification of the Jhansi-Manikpur railway line and Manikpur-Kanpur railway line should be carried out. Proper arrangements should be made immediately to open the VIP railway waiting lounge for the people's representatives. The number of trains on Jhansi-Manikpur railway line should be increased in view of ever increasing population. Alongwith this, the Rewa-Delhi Express should be run twice a week from Kanpur to Madaha via (Ragaul) Banda upto Rewa.

The Uttar Pradesh Sampark Kranti Express runs thrice a week from Nizamuddin to Manikpur, this should be run everyday. The number of general passengers is quite high in this train which compels the passengers to sit on the roof of the train. Therefore, the number of coaches should be increased by six for the general passengers in the above mentioned trains. In view of large number of pilgrims passengers traveling to Chitrakoot on the day of Amavasya fair, a special train should be run from Jhansi to Chitrakoot and from Kanpur to Chitrakoot (return), every month.

Respecting the sentiments of crores of devotees of this country, the 8477 DN/8478 UP Utkal Express (Puri-Haridwar-Puri) should be run via Manikpur instead of Bina so as to connect important religious places like Orchha and Chitrakoot dham Karvi with Puri and Haridwar. This will also help in development of Jhansi zone from tourism as well as revenue point of view. Along with this, it will also save the procedure of changing of engine at Katni station while operating Utkal Express.

Therefore, in public welfare as well as welfare of railways, 8477 DN/8478 UP Utkal Express should be run via Jhansi-Manikpur instead of via Beena.

There is no direct rail service for Kanpur/Lucknow for the people of Mahoba. Besides being an important industrial centre, Kanpur is also an important station and Lucknow is the Capital of the State. Therefore, a direct rail service should be introduced between Mahoba to Kanpur/Lucknow so that the people of Mahoba can avail the

facility of direct travel to Kanpur, Lucknow and other further stations and also add to the income of railways.

Train No. 1511/1512 Banda-Kanpur-Banda passenger train should be further extended upto Mahoba so that the people of the region can immediately get the facility to commute. Along with this, booking of beetle leaves by parcel from Mahoba station to Kanpur should also be started to augment revenue of railway.

[Translation]

A proposal for laying a new railway line from Harpalpur to Kalpi via Charkhari, Rath, Gohan, Sarila and Chandot should be sent to the Ministry of Railways for approval. This entire area is passenger dominated area and the railways would get adequate goods traffic from this area. Approximately 200 trucks transport goods from Rath daily and the goods traffic of the remaining area is separate. By laying the new railway line the area will develop and the income of the railways will increase.

Uttar Pradesh Sampark Kranti Express plying thrice in a week should be made daily. The number of passengers travelling on general ticket is higher. Therefore, at least six general coaches should be attached to it. For Amavasya Mela in Chitrakoot Dham Karvi, a special train from Jhansi to Chitrakoot and from Kanpur to Chitrakoot should be plied at proper time. Due to non-availability of sheds at Belatal, Kulpahad, Charkhari, Rodad Mahoba, Kabrai, Baripura, Hamirpur Road, Ighota, Bharuasumerpur, Ragol, and Icholli stations the passengers have to face problems in the rainy and summer season. The toilets are in very bad condition. There is no proper arrangement for clean and cold drinking water. The station is far away from the city, therefore, security arrangement is the need of the hour. Due to lack of facilities the passengers travel in the buses instead of the trains as a result of which the railway is incurring revenue loss.

Doubling of Jhansi-Manikpur line should be undertaken so that the delay caused by the single line should be avoided and operation time/expenditure of the trains should also be curtailed. Arrival and departure of trains should be speeded up so that increase in passengers traffic takes place as a result of which the railway revenue will increase. There should be examination centre of Railway Recruitment Board examinations in Jhansi Division. The candidates belonging to this area have to travel far away to appear in the examinations. As a result of which unnecessary expenditure takes place and their

time also goes waste. The number of general coaches in all the Mail/Express trains should be increased so that the passengers could not face difficulty.

New Delhi Reeve Express should be plied via Kanpur-Bhimsen-Banda-Manikpur. Jhansi-Banda shuttle should depart at 4.00 pm instead of 6.00 pm so that the villagers could reach their homes at time and they could not have to spend the whole night at the station where is no arrangement for light and where they feel insecure also. A train from Jhansi to Manikpur should be plied at 11.00 am because majority of the passengers travel from Mumbai, Chennai and Delhi. Therefore, for convenience of the passengers, there is need of plying a new temporary train at the above time. There is no any facility at the railway station.

Computerized Reservation Counter at Mahoba railway station remains closed from 1.00 pm to 3.00 pm. During the above period the berths are reserved from other stations and the passengers at Mahoba station have to be deprived of the facility. Therefore, reservation facility should be provided at the above counter from 10.00 am to 5.00 pm. There is no alternate arrangement for electricity supply other than normal electricity supply at Belatal-Mahoba-Kabari-Ragol-Sumerpur railway stations as a result of which the passengers have to experience with the gunda elements. Proper arrangement for light other than normal supply should be made at the above stations.

The water coolers installed at Mahoba station should be repaired immediately and cold drinking water should be made available to the passengers. It should be ensured that meeting of DRUCC of Jhansi Division takes place once in a quarter.

Sir, I requested the hon. Minister of Railways for making provision in the budget for plying the following trains well before he presented the budget in the Parliament:-

New Delhi to Puri via Jhansi-Banda-Manikpur, Gorakhpur to Chennai via Kanpur-Banda-Manikpur, Patna to Kota via Banda-Jhansi-Indore, Jabalpur to Jammu Tawi via Manikpur-Banda-Kanpur-Aligarh-Delhi, Jabalpur to Ajmer via Manikpur-Banda-Jhansi-Mathura, Reeve to Lucknow via Banda-Kanpur, Ayodhya to Banda via Varansi-Allahabad Chitrakoot, Reeve to New Delhi via Banda-Jhansi, Ayodhya to Ujjain via Banda-Jhansi-Lalitpur, Allahabad to Bhopal via Banda-Jhansi-Lalitpur, Allahabad to Urai via Banda-Jhansi, Satna to Farrukhabad via

Manikpur-Banda-Manpur, Banda to Guna via Jhansi-Shivpuri.

Sir, I have to say with regret that no any provision has been made in the budget by the hon. Minister of Railways for plying of a single train out of the above trains.

During the tour of my own parliamentary constituency, I have received all the above suggestions from the hon. public for making the railway services better in my parliamentary constituency. I hope that the hon. Minister of Railways will implement the suggestions in the larger public interest.

*SHRI ANIRUDH PRASAD ALIAS SADHU YADAV (Gopalganj): Sir, hon. Minister of Railways, Shri Lalu Prasad Ji has speeded up the all round development of the Indian Railways during his short tenure of two years on the basis of his brilliance and foresightedness without putting additional economic burden on the passengers and reducing the rail fare, he has enhanced the fund balance of Indian Railways to Rs. 11 thousand crore which was Rs. 350 crore earlier. The commitment shown by him towards the development of Indian Railways while mentioning the works to be done and concessions to be provided for the poor, rich, professionals, handicapped, unemployed and socially and economically backward people of the country regarding which provisions have been made in the forthcoming year 2006-07 Railway Budget, is highly commendable. This is the reason that the entire country is eulogizing him today. However, he has won the hearts of all the people of the country by undertaking the development of the entire country. However, he has obliged the people of Bihar by paying special attention to a backward state like Bihar. To meet the long pending demands of the people of my parliamentary constituency, where no body have done basic work on the arrival and departure of rail till date, a provision has been made to introduce a new Hajipur-Sonpur-Chhapra-Siwan-Siwan-Thawe passenger train. In addition to that, metre gauge line of Thawe-Siwan section of the Kaptanganj-Thawe-Siwan-Chhapra has been converted into broad gauge. It has also been proposed to lay new rail line upto Hathua-Bathua Bazar on Hathua Bhatani line during the year 2007 which will enable the people of Gopalganj to travel to and from anywhere in the country. I, on behalf of the people of Gopalganj, congratulate hon. Minister of Railways, Shri Lalu Prasad Ji for this step which is in public interest. I request with a small demand that until

* The speech was laid on the Table.

[Shri Anirudh Prasad alias Sadhu Yadav]

long distance express trains or super fast trains do not pass through Thawe due to certain reasons, at least two passenger coaches should be added to the new passenger train which has been provided for Hazipur-Sonpur-Chhapra-Thawe and the above train should be connected with any super fast or express train bound for New Delhi.

[English]

*SHRI T.K. HAMZA (Manjeri): Hon. Sir, the Minister introducing the Budget must have a very broad outlook. Our expectation of a Budget is that it must be helpful for the comprehensive development of the country as a whole. But when we look at this Budget, we find that the hon. Minister has only taken into consideration the interests of Patna and Chennai. Of course, the hon. Minister Shri Velu is also there to see the interest of Chennai. I have no objection in their doing something at their places, but the hon. Ministers must know that they are the Ministers of the nation who ought to have considerations for other parts of the country also.

I would like to submit certain problems of my State of Kerala. We had been allotted Rs. 247 crore in the last year's Budget of 2005-2006 for development in Kerala. On the other hand, in this Budget of 2006-2007, the allotment is only Rs. 296 crore, which is quite insufficient. Therefore, we regret the same.

All the MPs of Kerala, and the Government of Kerala unanimously represented the necessity of having a new Railway Zone, Kochi as the centre. But in the Budget speech there is no whisper at all. It is true that three new trains are allowed for Kerala, but all are from Chennai. We already have two trains from Chennai to Kerala. It gives an impression that all the people from Chennai are travelling to Kerala, and vice-versa.

Kerala has a long pending demand of new trains to Bangalore, Mumbai and Delhi from Kerala. The majority of Keralites living outside Kerala are in the northern parts of the country. This reality and desire are totally neglected in this Budget. Like Kerala, the demands of Bengal also are not taken into account. They are neglecting the deserving cases, and blindly giving facilities to Patna and Chennai. So, this may be called as the Patna-Chennai Budget.

As regards new survey, I would like to bring to the notice of the hon. Minister about a missing link between Nilambur and Nanjancode. There is a train from Nilambur

to Kochi via Shoamoor, and from Nanjancode to Bangalore via Mysore also. But if this missing link, namely, between Nilambur-Nanjancode is connected by train service, then it would really connect three States, that is, Kerala, Tamil Nadu and Karnataka. Considering the new development including container terminal at Kochi this route, that is, the Bangalore-Kochi will be beneficial and remunerative. It has been surveyed once and kept in abeyance as un-remunerative. In the new circumstances this may be re-considered.

Anyway, I request the hon. Minister to be kind enough to have a lenient view towards the people of Kerala.

[Translation]

*SHRI LONAPPAN NAMBADAN (Mukundapuram): Sir, it is laudatory that the Railway budget which is good at the national level did not hike either passenger fare or freight charges. But Shri Lalu's third budget has done great injustice to the southern most state Kerala. Kerala which has one and a half ministers in this cabinet has got just two and a quarter train. It should not be forgotten that all the 29 Members from Kerala support this UPA government. The chief enemies of Kerala's railways and highways are Lalu, Velu and Balu. The letters which we see on the rear of the train "L V" stand for Lalu and Velu. All states except Bihar and Tamilnadu are against this railway budget. This sort of wrong deeds of the UPA government will lead to separatism and tensions between communities and will do harm to the unity of India. The ministers should have a national perspective.

I have strong protest against the Minister's denial of such genuine demands of Kerala as railway zone, electrification, doubling of lines, gauge conversion and introduction of new trains. Kerala is in the zone of neglect. New trains to Kerala should be introduced from cities like Delhi, Mumbai and Bangalore. More coaches should be added to the existing trains. In order to facilitate the journey of domestic and foreign tourists to the 'God's Own Country' more trains should be started from different parts of India to Kerala. I strongly oppose the covert move to privatise railways which is the biggest public sector undertaking. Gates should be urgently constructed at all unmanned railway crossings in Kerala. Against an estimated cost of Rs 550 crores for the new line from Angamali to Sabarimala only Rs 8 crores are allocated in this years' budget. I urge upon the Hon. Minister to allocate more funds to this project.

* The speech was laid on the Table.

* Translation of the speech originally laid on the Table in Malayalam.

Out of the 10 railway overbridges sanctioned in Mukundapuram constituency only two are completed. The work of the remaining 8 overbridges should be immediately completed. I urge upon the Minister to allot the required fund for this project. Stops should be allowed to more trains. Angamali and Irinjalakkuda stations should be computerised. Facilities at Koratti and Nellore stations should be improved and more trains should be allowed stops at these stations. A new railway station should be allowed at Nedumbassery near the International airport. Cent percent travel concession should be granted to the blind, the deaf and dumb and those with more than 50 percent physical disability. If physical disability is 100 percent travel concession should be allowed to the accompanying person also. The present concession given to senior citizens should be increased to 75 percent. A companion should be allowed to travel at concessional rate along with old people above 70. Cent percent concession should be given to carrying dead bodies in train. Two persons accompanying the dead body should also be allowed to travel at concessional rates.

[English]

*SHRI RUPCHAND PAL (Hooghly): Sir, while supporting the Railway Budget 2006-07, I would like to submit that the following issues need to be properly and adequately addressed at the earliest by the Railway authorities.

Many of them are very burning issues pending for several years. The concerned people expect and hope that this present Government will pay attention to the said burning problems affecting thousands of daily commuters and other people and solve the problems at the earliest.

I am citing 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-Tarakeshwar; 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 freight corridor up to Kolkata Port and to Haldia Port in the Eastern Freight Corridor;
6. Urgent need for completion of the doubling of Railway lines in – a) Bandel-Katwa Section and b) Sheoraphuly-Tarakeshwar section.
7. To continue Nalikul Railway Station in the Sheoraphuly-Tarakeshwar section of the Howrah Division as a regular station and not to convert it into a halting station.
8. To undertake 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 women and children; telephone facilities etc.
10. Widening of the sub-way at Bhadrashwar 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;
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.

* The speech was laid on the Table.

[Shri Rupchand Pal]

14. Need for connecting Nalikul in the Sheoraphuly-Tarakeshwar Section of Howrah division with the Howrah-Burdwan Railway chord line so that the Tarakeshwar branch line can be connected to Sealdah;
15. Urgent need to make available Railway land to Haripal 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.

[Translation]

MR. DEPUTY SPEAKER: About 20 and 28 hon. members of your party are about to speak today and tomorrow respectively. I am therefore helpless.

Shri Goyal, please wind up your speech in five minutes.

SHRI SURENDRA PRAKASH GOYAL (Hapur): I express my gratitude for permitting me to speak on Rail Budget. I am here to speak in favour of Rail budget and government I believe that the railways would run without any hitch. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Without any hitch!

SHRI SURENDRA PRAKASH GOYAL: Yes Sir, Lalu Ji has proved it in his two rail budgets. The hon. Member sitting before us spread rumour in the country that perhaps Lalu Ji is going to hike rail fare. Without any hitch means that the Railways have shown profit even without increasing the rail fare. During the NDA regime Railway had suffered a loss of Rs. 350 crore but last year it has earned Rs. 11000 crore as profit. I, therefore, express my gratitude to hon. Rail Minister and Congratulate him. Lalu Ji and Rathwa Ji got support of lakhs of rail employees. The Rail Minister has expressed his gratitude towards the entire railway staff and he has become the first Rail Minister doing so. A record has been set under the leadership of UPA Chairperson Smt. Sonia Gandhi and hon. Prime Minister Dr. Manmohan Singh.

Which going through the Budget I came to know that the Rail Minister has invited private containers for the first time, which has fetched Rs. 540 crores extra as registration

fee. The railways would earn heavy profit if such a system is introduced.

The speaker who spoke just before me and I would not name him, was using words like 'Garib Ki Gari', Garib Ka Rath'. I had said at that time that it was not Sh. Advani Ji's rath going out to demolish Babri Masjid, it is the Garib Rath of Lalu Ji which would benefit the common man. ...*(Interruptions)* I am speaking the truth and have patience to listen it Confusion was creased by spreading the rumour that Lord Ganesh is drinking milk. ...*(Interruptions)* I am trying to place the truth before you. It is a fact that Lalu Ji has said about ROB that is would be constructed in the steps providing their share and Rs. 15000 crores have been provide for it. Lalu Ji I request that construction of all the ROB's at Ghaziabad for which the State Government has released its share should be completed at the earliest.

Sir, 55 new trains have been introduced under adverse situation. There may be complaints of regionalism. People narrate the area of their electorate but it is a balanced budget and every regions have been included in it. It is time that the previous Rail Minister who belonged to Bihar might have neglected the region but Lalu Ji is aware of their pain. He has tried to provided some relief to Bihar, everyone should feel happy about it. Bihar is a backward state. Definitely with the help so extended it would be able to come to the mainstream and make progress. Shri Lalu Prasad Ji has extended the routes of many trains. He has increased the frequency of many trains. The total loading has increased by four crores tonne by simply increasing it four tonne per wagon and it has proved beneficial. The NDA people do not know the fact to run the government. Whatever achievement has been done by Sh. Lalu Ji or UPA Government was not achieved by the NDA Government during seven years Sh. Lalu Prasad Ji has provided benefits to 14 lakh employees directly. He has taken care of the wishes of the staff and common citizens passengers as well. I therefore congratulate Sh. Lalu Prasad Ji. ...*(Interruptions)* I have just started to make my speech.

MR. DEPUTY SPEAKER: You have already spoken four eight minutes. Kindly conclude now.

...*(Interruptions)*

SHRI SURENDRA PRAKASH GOYAL: Please do not stop me. I seldom speak because nobody allows me to speak, you have allowed me to speak. ...*(Interruptions)*

MR. DEPUTY SPEAKER: I have allowed you to speak for some time but you have taken eight minutes.

SHRI SURENDRA PRAKASH GOYAL: I would request Sh. Lalu Prasad to install T.V. in the Chair Cars of Shatabdi Express. The ministry of Railway would spend no amount on it because the T.V. and advertisement people would pay for it. The installation of T.V. in the Chair Car for entertainment would serve two purposes money would be earned and passengers would be benefited. Sh. Lalu Ji please give your consent on it.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): It will be done.

MR. DEPUTY SPEAKER: Shri Lalu Ji would give his consent on your request.

SHRI SURENDRA PRAKASH GOYAL: I am grateful to you. When Hon'ble Railway Minister has been so kind. ...*(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): If Baba Ramdevji's yoga is shown in A/C coach of train then it would improve the health of passengers also.

MR. DEPUTY SPEAKER: Such facility is there in flight. ...*(Interruptions)*

SHRI SURENDRA PRAKASH GOYAL: Just now, Members sitting on the other side were talking about blue train. They were giving the example of Taiwan. I would like to ask them as to which Taiwan they were referring to. Recently Hon'ble Lalujji flagged off the fastest running train of the country in Agra. That train is running. Besides he made an announcement of introducing another train. The entire credit goes to Lalu Prasadji, his dream and his thinking. For this, I would like to congratulate Lalu Prasadji. Moreover he contributed a lot by reducing the fares of A/C First and A/C Second Class. Often people compare train with aeroplane whereas Lalujji compares the facilities being provided to passengers in train and aeroplanes, he tries to provide more facilities to train passengers. Whether it is the issue of loading of goods, freight, fares, providing modern facility, making of model station, extension of platform etc. from every angle, Lalujji's Railway Ministry is not the one which works lesser than the NDA regime. Surendra Goyalji is far behind Lalu Prasadji. I congratulate Lalu Prasadji for the schemes he has launched regarding laying of new railway lines, electrification, extension,

providing facilities, catering, cleanliness, sulabh toilet etc. Along with this, I would also like to place few demands.

The arrangement of PRS should be made at Shahibabad and Rajnagar Stations. There is a halt ROB in Sector 23 of my constituency for which the State Government has given 50% of the funds. Similarly 50% funds for the Kavi Nagar, Buland Shahar RoB have also been given. We are ready to give 100% funds for underpass. We are ready to give 50% funds for Shahdara-Saharanpur and we have committed this in writing also. We are ready to give 50% of the funds for ROB at Gate No. 743 on Hapur-Meerut route and for this we have given in writing also. Similarly there is a underpass near Bridge ghat. If foot over bridge is constructed at the Moti Nagar, connecting both sides of town, it would benefit lakhs of passengers. ...*(Interruptions)* Handiqueji, do not look at me like this. If bridge is constructed connecting both sides then it will decrease the number of accidents. However it will involve meagre expenditure of Rs. 10-20-50 thousand. Through you, I request the hon'ble Minister to construct a foot over bridge at Simbhawli and Modi Nagar.

Finally, while concluding my speech I would like to say that Delhi and Ghaziabad are in close proximity and since Lalujji likes us very much, he will certainly do something for this area. With these words, I conclude my speech.

MR. DEPUTY SPEAKER: Around 110 members are yet to speak. Shailendra Kumarji, you please speak in brief. Three-Four Members of your party also are to speak.

SHRI SHAILENDRA KUMAR (Chail): Mr. Deputy Speaker, Sir, I have to speak considering the time limit. I am thankful to you for giving me an opportunity to speak on Railway Budget 2006-07. Fortunately Hon'ble Railway Minister has declared this year as "Yatri Sewa Varsha". It is a good fortune of Bihar that most of the Railway Ministers hailed from Bihar.

Secondly, I find that in Railway Budget no provision has been made for railway employees. Though many provisions have been made in the Budget however interests of railway employees have been totally overlooked. No attention has been paid towards the welfare of railway employees particularly their dependents. As far as railway colonies are concerned, we find that attention is not paid there towards cleanliness and repairing work particularly of drinking water tanks due to which sometimes they do not get even pure drinking water. Therefore, arrangement

[Shri Shailendra Kumar]

should be made to provide safe drinking water to them. Attention should also be paid for providing medical facility to the children of the railway staff. No provision has been made in the budget for education of the children of the railway staff. Therefore, proper arrangement should also be made for providing education facility to them.

As far as Railway Protection Force i.e. RPF is concerned, I would like to say that training should be provided to them regarding humanitarian values. In trains, women passengers are subjected to molestation. Many incidents have been discussed here however I do not want to go into their details. What I mean to say is that generally 4-5 policemen, particularly in Second Class are found playing cards and if at all any complaint is made it proves to be a futile exercise. I have been elected from Allahabad. I would like to say that though 30 to 35 thousand passengers commute daily from Allahabad to Delhi yet no special attention has been paid towards Allahabad in this budget. Many trains run between Mughal Sarai and Delhi. However, I would like to say there is a need to pay special attention towards Allahabad as it has been a centre point of India from the time of freedom struggle till date and all Prominent Leaders particularly Indira Gandhi, Jawahar Lal Nehruji, Sonia Gandhiji, Rajiv Gandhiji hail from Allahabad. Besides we should also check the increasing incidents of crimes in the railway coaches. There is a need to upgrade the GRP and RPF Forces and they should also be equipped with modern arms and communication equipments. As far as NCR is concerned, I am fortunate that in my constituency Allahabad, Subedarganj is being included in NCR. However, I find that in Railway Budget no special attention has been paid towards this area also. The Railway Minister has said to fill up the backlog vacancies of scheduled castes and scheduled tribes through special drive. I welcome it and congratulate him for the same. Alongwith this I would like to suggest that if backlog vacancies are not filled up timely then stern action should be ensured against the erring officials only then these vacancies could be filled up.

It has been mentioned that rural unemployed youths will be permitted to sell railway tickets so that employment opportunities are increased. I would like to congratulate the Hon'ble Minister for this. You have talked about reducing the fares of A.C. coaches and running an A.C. Garib Rath. This is also a welcome step. Alongwith this we must also keep in mind the poor condition of second class coaches. There are no windowpanes in them and rexin of

cushions seats are also torn up. So, you will have to pay attention in this direction also alongwith running A.C. Garib Rath.

You have announced concessions on rail journey for persons going on training, particularly for the girls and milkman. You must be congratulated for this. You have announced reduction in freight charges for transporting diesel and petrol and on the other hand you have made transportation of domestic articles more dearer. You must bring some changes in it and also make transportation of domestic articles cheaper.

In your railway budget you have talked about doubling of 435 kilometres of the railway line. I want to say that there is a single line between Allahabad and Lucknow. Lucknow is the capital of Uttar Pradesh and Allahabad has been at the helm of the affairs since pre-independence. Due to single line trains get delayed by five to seven hours at this route. The distance between these two stations is 200 kilometres. Because of poor arrangements most of the people travel by road and do not like to travel in trains. So, this railway line must be doubled earliest so that the people could travel in lesser time.

You have announced to run A.C. Garib Rath between Delhi and Patna it is a welcome step. Now, poor can also travel in A.C. coach. They will get this golden opportunity during your ministership. You have talked to provide employment to more than 6000 people, I welcome it too, I demand that the people of scheduled castes, scheduled tribes, poor and other backward class may also be given opportunity to travel in such trains, only then this railway budget will be considered a good one.

You have said to up grade 200 trains as superfast trains. In this regard I want to say that if the surcharge of Rs. 20 per ticket that is charged for the sleeper class, is reduced to Rs. 5 per ticket then it will be a positive step. This will make the railway budget popular and your objectives may also be achieved.

While travelling in trains very often that one does not get hold of his berth inspite of having reservation. Besides many conductors have complained that there were berths for them to sleep in A.C. second and third class coaches but now they have been removed.

SHRI LALU PRASAD: They are to work there and not to sleep in the coaches.

SHRI SHAILENDRA KUMAR: It is true that they are

to work there but you can provide them a birth in between two A.C. coaches so that the two three conductors who are on duty in these coaches may get some rest. You have your running clerical staff. They are being discriminated. They have to do much overtime work and they get very few leaves. They have to come for duty on Saturdays and Sundays also as you can see in this Parliament House also. Earlier, their parents were getting travel facility in railways but now it has been done away. At least their parents may be given travel facility and this facility should be extended to them during leaves too. With these words, I want to put forth before you some problems related to my constituency.

Mr. Deputy Speaker, Sir, with your permission I am laying rest of my speech on the Table.

*Sir, Bharwari and Sirathu railway station of Kaushambi district in U.P may be developed as A or B category model stations. Computerized railway reservation facility may be provided at both of the above stations. Stoppage of important up and down trains be provided at these stations.

At the crossings of Manauri-Bharwari and Sirathu railway station arrangements for constructing railway over bridge should be made. Facilities like electricity, water and accommodation for staffs may be arranged there at Subedarganj, Bambarouli, Sayyedsarawan, Manoharganj etc. stations.

Khaga station at Fatehpur district in Uttar Pradesh may be upgraded to a model station and computer facility should be provided there. Kindly provide a railway over bridge at Khaga railway station crossing. Subedarganj and other railway colonies in Allahabad city are in a very poor state. Here, the roads are in worst condition. Apart from providing potable drinking water there should be also proper lightening in these colonies.

A railway over bridge near Rohi village is already sanctioned. 12 crore rupees from Rashtriya Sam Vikas Yojana has been sanctioned, it should be released immediately.*

*SHRI SANTOSH GANGWAR (Bareilly): Sir, I have informed you about some important problems of my constituency earlier in Budget so many times but these problems have not been solved yet. I want that directions should be given to solve these problems on priority basis.

* The speech was laid on the Table.

... This part of the speech was laid on the Table.

A large rail coach and crane manufacturing factory equipped with latest machines and located at Izzatnagar in Bareilly falls in North-East railway. At present it can be used for manufacturing coaches for broad gauge and related rail works. Repair works of rail coaches of this factory and good maintenance facilities can be availed of at low expenditure in Bareilly. My suggestion is that by expending about Rs. 10 crore a meter gauge line can be laid from Bareilly Junction to Izzatnagar railway work shop and up to related railway sleeper plant which is at a distance of two kilometers and it will solve the unemployment problem. A vast area of land is lying unutilized near Izzatnagar, in possession of North East railway. There is a need to construct a large scrape yard at Bareilly.

Railway overbridges are needed at the following places:

1. Near Nagaria Sadat railway station between Meeraganj and Milak (Rampur) on National Highway No. 24.
2. At Fatehganj near Bhitaura railway station, in Western Bareilly on National Highway No. 24.
3. Katghar (on the way to crematorium) North East Railway, Bareilly city.
4. At Hartman College railway crossing, North East railway, Bareilly city.
5. Near Izzatnagar station in front of Central Jail North East railway, Bareilly city.

New Railway station:

1. At Chanehati situated at Bareilly Cant near Bareilly Junction. My suggestion is that a station should be made at Cant for the benefit of passengers. Bareilly Cant is an army area. They will also benefit from their facility and Bareilly station can also be decongested.
2. C B Ganj station at Bareilly can be transformed into big Mal Godown station. By doing so pressure existing at city station Mal Godown can be reduced.
3. A halt should be made at Kanman and facility of loading and unloading should be increased by turning Shyamganj station of North East Railway into a modern station.
1. Doubling of rail route on New Delhi-Moradabad line is in progress with very slow pace. It should be

[Shri Santosh Gangwar]

completed on time by increasing the pace. I know that doubling has been done upto Hapur only. Doubling work on Kakrathar Amroha and Mooradabad is proposed.

2. Funds should allocated after proposing the works related to doubling of rail line from Bareilly Junction to Kathgodwn Junction and from Bareilly to Pilibhit.
3. A circular train rail bus should be run between Bareilly to Shyamganj, Izzatnagar, Bhojipura Juction.
4. Electrification of rail track should be done from Bareilly to Lucknow and from Bareilly to Mooradabad.
5. A new up and down intercity train should be run from Bareilly to Lucknow.
6. A direct train should be run from Bareilly to Durg since there is no direct train between these stations.
7. The stoppage of intercity train should be made permanent at Nagaria Sadat Meeraganj on Bareilly-Delhi route and passenger tickets for all routes be made available from this station.
8. The time schedule of Kalindi Express running from Kanpur to Delhi should be changed to facilitate passengers.
9. Train number 5014 (up and down) runs between Kathgodwn and Delhi Via Rampur. A shuttle train having four A.C. coaches and three tier and unreserved coaches be run from Bareilly Junction to be linked with 5014 keeping in view the arrival and departure of this train.
10. Bareilly down 178 train which runs from Pilibhit to Bareilly reaches late at Bareilly by two hours daily. Due to this, passengers boarding the link trains face problems at Bareilly junction. The crossing of the said train and Nainital Express at Sethal is the reason for late arrival that is what I know. Passengers should be facilitated by changing the time table schedule.
11. There is no direct train from Bareilly to Agra Fort or Agra on narrow gauge. Agra Fort Express running from Agra to Kathgodown has been withdrawn from 15 December, 2004. My suggestion is that a direct Express train should be run from Bareilly junction to Agra.

12. Bareilly Dadar Express should be run daily.
13. Gandhi Dham train from Bareilly should be run daily and Aawla-Chandausi route should be included in this.
14. The time of commencement of train number 378 Allahabad passengers should be set at 8 a.m. from Bareilly junction.
15. The time of 4 AB from Bareilly to Aligarh be changed from 9. 40 a.m. to 8.00 a.m. and the departure time from Aligarh be set at 4 p.m.
16. Distance between Bareilly and Aligarh can be covered in less time by using Diesel Engine for Bareilly-Aligarh 4 B up and down and time schedule of arrival and departure can be changed.
17. Train number 2462 Mandore Express is running on Jodhpur-Delhi route and this train arrives at Delhi at 6.30 a.m. and departs for Jodhpur after 14 hours. If this train is extended upto Bareilly, it will benefit the passengers travelling from Delhi to Bareilly Via Rajasthan.
18. Train No. 4369 Bihar-Shaktinagar arrives at Bareilly junction after traveling 14 hours and departs for Bihar-Shaktinagar from Bareilly next day after staying there for 22 hours. Stoppage time of this train at Bareilly is 22 hours. My suggestion is that this train should be extended upto Agra Via Bareilly junction and from Agra to Shaktinagar Bihar Via Bareilly junction. Maintenance work of this train should be done at Agra.
19. A direct train should be introduced from Bareilly to Kanpur. Direct trains should also be started from Bareilly to Kerala, Bangalore and Chennai.
20. Metro rail should be initiated from Delhi to Ghaziabad which may be extended upto Bareilly junction. This proposal of future Metro should be included in this Budget itself.

Facilities and improvements

1. Passenger facilities should be enhanced and beautification should be done at Bhojipura junction Baheri railway station.
2. A modern gate should be installed at Gotia Singh railway crossing at Baheri railway.

3. A level crossing should be constructed at village Kanman of North East railway for villagers.
4. Lighting arrangements should be made with the help of solar lighting system at the railway station parkings of rural areas associated with Bareilly junction, Bareilly city, Izzatnagar etc.
5. Outdoor Railway Booking Windows should be set up in the city at Shyamganj, Kutubkhana and Izzatnagar for the facility of the concerned passengers at Bareilly Junction and Izzatnagar railway stations and at the same time the Ticket distribution facility should be provided on both sides of these railway stations.
6. A separate ticket window should be opened at the above mentioned railway stations for the freedom fighters, senior citizens, women and handicapped people.
7. Facilities like waiting hall, catering, fans, drinking water and mechanized cleaning should be provided at Bareilly Junction and Izzatnagar railway Stations.
8. Number of non-reserved boggies should be increased in each train for the daily passengers.

Regarding Porters.

1. In view of number of passengers, the number of porters on station should also be increased and new tokens should be given to the dependants of deceased porters and along with this, a time limit should be fixed for the disposal of such application-forms.
2. Health and housing facilities along with the facility of railway journey to these porter and their families should be provided as available to other railway employees and old age pension should be provided to the aged porters and alongwith this, railway should arrange to pay their health claims and Group Insurance premium with its own income.
3. Restrooms and tea-stalls meant for these porters should be equipped with modern entertainment facilities and a common hall should be constructed within the station premises itself which could be used as restroom and a kitchen should also be provided in this common hall so that the porters can cook their own food as many of the porters live very far away from their families.

4. Facility of family railway passes should be provided to the porters for travel purposes.

*MAJ. GEN. (RETD.) B.C. KHANDURI (Garhwal): Sir. People of Uttaranchal have been extremely disappointed by the Railway Budget 2006-07 presented by the Hon'ble Minister of Railways on 24.2.2006. Uttaranchal is a hilly area and inspite of that nothing significant has been proposed or done in this budget for areas like Dehradun, Haridwar, Ghati, Kotdwar, Kathgodam. Uddham Singh Nagar, Tanakpur and Ram Nagar etc. This year's budget has proposed only three things primarily:-

- (a) Dehradun-Kathgodam-Dehradun train would now be run thrice a week instead of twice a week,
 - (b) Howrah-Dehradun 'Upasana Train' would now be run twice a week instead of once a week.
 - (c) A survey would be carried out for the laying of railway line from Tanakpur to Bageshwar.
2. This year's budget has been really disappointing for us. As far as the survey from Tanakpur to Bageshwar is concerned, it also seems to be another attempt to mislead the people. Eight years ago the Ministry had announced a similar scheme for carrying out a survey from Rishikesh to Kamaprayag in Uttaranchal. Some amount was also spend which was only on publicity. But after the elections were over nothing has been done till today. I hope that this scheme would not be another such misleading attempt and survey work would be immediately started for the same.
 3. During the tenure of NDA, a large number of railway facilities were provided and new trains were introduced in Uttaranchal. For example, Dehradun Jan Shatabadi (Dehradun-Delhi), Garhwal Express (Delhi-Kotdwara-Delhi), Uttaranchal Express (Dehradun-Okha), Rapti Express (Dehradun-Gorakhpur), Dehradun Kathgodam, Dehradun-Chennai Express (Dehradun-Chennai), Indore Express (Dehradun-Indore), Upasan Express (Dehradun-Howrah), were introduced and two passenger coaches in the form of sleeper coach were added to Varanasi Express trains. Provision was also made for halt of a number of trains leaded for Punjab at Najibabad Station. Computerised railway reservation facility was provided at all district headquarters.

* The speech was laid on the Table.

[Maj. Gen. (Retd.) B.C. Khanduri]

4. But, however, in this budget not a single new train has been announced for this area.
5. From time to time, I have been writing to hon'ble Minister of Railways/Ministry of Railways for providing various kinds of facilities and keep raising the same in the House as well. I am pained to say that none of those things has been addressed to in this Budget. I am again putting forth some of the issues out of those before hon'ble Minister of Railways.

New Trains.

6. (a) A direct rail service from Delhi to Ram Nagar. This is a long standing demand.
- (b) A direct rail service from Chandigarh to Muradabad-Ramnagar and Haldwani-Kathgodam.
- (c) To introduce a passenger train between Dehradun-Nazibabad-Ramnagar-Kathgodam.
- (d) To introduce a direct Superfast train between Mumbai-Dehradun-Mumbai. The present Dehradun Express Train No. 9020 takes a long time.
- (e) To extend Dehradun-Thiruvananthapuram or Swam-Jayanti Express upto Dehradun.

To extend the Train routes

7. A large number of people from Garhwal are serving in Army and are posted in Srinagar (Kashmir), and they have to face a lot of difficulty in communicating. Therefore, a bogie should be added to Sialdah Express and run from Kotdwar to Jammu (Kashmir). To extend the passenger train from Nangal to Saharanpur upto Rishikesh. To extend Jammu-Tavi train upto Haridwar. To extend the Kichha-Khatima-Mathura-Bareilly Train from Bareilly upto Lal Kuan.
8. D.M.U. – Following D.M.U. passenger trains should be introduced. Saharanpur-Haridwar, Haridwar-Rishikesh, Haridwar-Dehradun, Rurkee-Haridwar, Mazibabad-Kotdwar, Nazibabad-Laksar, Laksar-Haridwar, Kotdwar Laksar-Saharanpur, Gajreula-Nazibabad, Saharanpur-Nazibabad-Kotdwar.
9. Haults – All the mail/Express trains should be halted at Nazibabad railway junction, Northern Railway Muradabad Zone.

10. Electrification – A large number of people commute between Delhi and Dehradun. As such I have been requesting since long that the rail route from Laskar to Dehradun should be electrified.

11. Opening of Quota reservation/Booking reservation office/Agency. The booking reservation office in Kotdwar should be kept open from 8.00 am to 20.00 p.m.

Reservation facility must be available at Garhwal Express counter itself. At present, tickets of any ordinary class is being distributed. Irregularities are coming into light in facilitating reservation in trains or there should be ordinary class fare in addition to AC Class fare in Garwal Express also. The quota of reserved seats should be increased from Kotdwar to Lucknow and other main cities of the country.

12. Modernisation/model station – work of Kotdwar model station should be completed immediately, this had already been announced by the Minister of Railway in Kotdwar.
13. Overbridges/ Rake point – Construction of Foot overbridge in east direction of Kotdwar Railway Station. Foot overbridge in Rayawala, Lachhipur, Shyampur and Motichur should be constructed. There is a large number of steel factories in Kotdwar, they want rake point so that business of railway can increase. This should be approved.
14. Maintenance/Improvement of stations – Improvement of Haridwar-Dehradun railway track. Maintenance facility should be provided at Kotdwar-Najibabad, Haridwar railway stations.
15. PCO/Parking facility – PCO and parking facility should be provided at Kotdwar Stations.
16. Survey of New Trains – (a) Survey of Rishikesh and Karn Prayag rail line.
- (b) Conversion of Bareilly- Tanakpur line into Broad gauge.
- (c) Construction of new rail line from Muzaffarnagar to Rurkee.
- (d) Construction of Saharanpur-Dehradun rail line.
- (e) From Bareilly to Kathgodam and extension of Bareilly, (Bhojipura) Pilibhit and Tanakpur rail line

upto famous pilgrimage Centre Purnagiri via Khatima.

SHRI JAYSINGRAO GAIKWAD PATIL (Beed): Mr. Deputy Speaker, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. Sir, so many speakers have expressed their views on railway budget. This is a very good budget in which there is no increase in passenger fare and so many facilities have been provided in this budget. I welcome this budget but also express some regrets.

MR. DEPUTY SPEAKER: Then it is an opposite thing.

SHRI JAYSINGRAO GAIKWAD PATIL: Mr. Deputy Speaker, Sir, gross injustice have been done with regard to my constituency Beed in this budget. The new rail line project Ahmednagar-Beed-Parli Vaidyanath is passes through my constituency. This is 250 km long and the cost of Rs. 354 crores of new rail line project have become double. I am demanding since 1998 that more funds should be provided for it so that it may be completed at the earliest. But it does not seem that it works by change of Minister, because I have demanded from earlier Minister and the present railway Minister Shri Laluji also, but none have taken care of it. The funds have been provided like a drop in the ocean. Since the year 1996, the provision of amount made for this project is as under respectively-first Rs. One crore, then again one crore, two crores, three crores, three crores, three crores, 15 crores, 15.37 crores and then Rs. 20 crores have been provided. Mr. Deputy Speaker Sir, when Shri Laluji has taken over this provision has been reduced. This has been reduced to Rs. 10.38 crores from Rs. Twenty crores and in the year 2006-07, only Rs. 10 crores have been provided. Every year, allocation of funds is declining instead of increase. If it is done so, the project will never be completed. My district is of freedom fighters, labourers and poor. The feeling of journalist and organizations of all section is that this rail line should be completed but it seems that this project will not be completed in near future.

SHRI LALU PRASAD: When it was sanctioned?

SHRI JAISINGRAO GAIKWAD PATIL: It has got clearance in February, 1997.

SHRI LALU PRASAD: The then Railway Minister was Hon'ble Shri Ram Naik ji.

SHRI JAISINGRAO GAIKWAD PATIL: Mr. Speaker, Sir, the dead body may be taken away either this bank or

that bank, it needs simply shroud. We need only rail line. Mr. Deputy Speaker, Sir, here nothing is going to be done inspite of talking about villages and poor people. For my constituency and for our area, this feeling of welfare of poor people in villages is not seen at all. Only 15 km away, a little earthwork is going on towards Ahmadanagar and in every letter we find answer only about that. No construction work is being carried out beyond this. Whether the Minister want to say that poor people inhabits everywhere except this region. Are poor people inhabit especially in Bihar. ...*(Interruptions)* I am giving speech only for you. My. Deputy Speaker, Sir, there are 23 stations and over all 113 bridges are on this line, for which land has been given to the department of railway by the Government of Maharashtra. Land acquisition work of Rs. 14 crores have been completed and payment of that money has not been done yet. Whatever the provisions are made they not even spend that. Whether there is intention of railway to complete this rail line or it is being pretended. Otherwise, the Government should declare that it is not going to complete this rail line. The Government is playing with our sentiments. The Hon'ble Minister of Railway has said in his speech that lakhs of students of Bihar study in Pune. This is correct. There is in the heart of Maharashtra not only for Bihar, but for the whole country. But I want to ask whether there is any place in the heart of Bihar for Maharashtra. But I am sorry to say that it is not so. I wish, Maharashtra would be Bihar or Hon'ble Railway Minister belongs to Maharashtra. It seems to me that whatever I am saying he is listening that attentively. Sir, through you, I demand from the hon'ble Minister of Railways that the meager provision of Rs. 10 crores made in the railway budget for the year 2006-07 should be increased upto Rs. 100 crores for the district of poor, labourers, the freedom fighters, by considering it as a part of Bihar.

SHRI GANESH SINGH (Satna): Mr. Deputy Speaker, Sir, thank you very much for giving me this opportunity to participate in the discussion on Rail Budget 2006-07. Railways has a very important role to play in our national integration. In a large country like ours, the Railways has a vast network and potential for its further reforming. Estimatedly, about 1.4 crore commuters use rail as a means of transport every day, and it compels the Railways to start more new trains or extend the ferries of some existing trains or gauge-conversion on certain lines. But I think that the Railways are still short of the balanced planning of development they need. For example, Madhya Pradesh is a centrally located state and most of the trains going from East to West or North to South in the country, have

[Shri Ganesh Singh]

essentially to pass through this State. Yet, Madhya Pradesh has not been given any benefits in the last three consecutive rail budgets. We are in a constant hope that the Union Rail Minister who has to look after the Railways in terms of every region of the country, would take steps for the benefit of each State in terms of rail development, but all in vain. Is our State contributing less revenue to Railways? The area under my constituency loads huge stocks of cement in goods trains yet since the last three Budgets, we have not been provided with a single train or an over bridge for our needs, nor any rail station of our area has been improved. This style of development certainly puts a question-mark on your functioning. I find this Rail Budget of UPA Government reserved for certain States. I do not have any objections against Bihar or Tamilnadu, it is fine if these States get a good share but there are other States too. Like, the NE States where they need special rail-development plans, and also the States of Central India which will really enhance your revenue amount. These states need special attention which is a long due. The Railway Minister constantly speaks of ultra modernization of Railways to make it the most efficient in its category in the world. I welcome this idea but proper infrastructural development is a must for this. Our rail system is age old and I fear that with this speed of infrastructural development in this sector we shall lag behind in our dreams. For example, more than 50,000 rail bridges are of 19th century and a length of 12,000 kms of our rail track is in dilapidated condition and need gauge conversion. More than 35000 rail coaches need an early replacement as they are superannuated.

My good friend Shri Ram Kripal Yadav has just said that his State, Bihar has received very old rail coaches. I do now know what is the reasons of this. But I would like to inform him that not only in his state but the same situation prevails everywhere. There are outdated coaches fitted in trains and they make you afraid apprehending some accident. This Budget should have given much attention towards infrastructural reforms. The work of gauge conversion of 26% rail lines is still due which requires expeditious attempts. Similarly, only 28% of the rail lines have been electrified so far leaving a lot of work under infrastructural development to be done. But this Budget has seldom addressed this issue. The area under my constituency is a vast one and the Katni-Allahabad track under it is still due for doubling and electrification work. The same situation is with the Manikpur-Jhansi and Satna-Rewa rail lines. Despite my continuous demands for years,

the last three Budgets have never paid any attention towards the doubling and electrification of rail-track on the aforesaid lines. What is the reason? Apart from this, there is increase in rail accidents and probably each one of us knows the real reasons behind this. The rail passengers are not safe and our hon'ble Rail Minister boasts of a 'Journey with smile'. This is a good dream of Rail Minister and we too like our journey to be full of smiles, safe and sound. But ironically the instruments for fulfilling this dreams have not been cared of in his Budget.

The rail tracks are on the verge of obsolescence and they are not fit for trains running at a 150 km/h speed. You have aimed at running the trains at a speed of 150 km/hour. The Delhi-Agra section may have borne the burden of this speed but anywhere else it would only be generating an accident. In my area, rail-accidents are on rise. Last time also I mentioned about the incident at the Khutaha railway station in my area. The passengers were trying to board a DMU Train there, when a goods train on the parallel line crushed down 3-4 of them to death. Such a terrible rail accident it was that the completely crushed body of an adolescent girl was recovered at a distance of 10 kms from there, only after the killer train was stopped. The Railways did not provide any compensation for that, saying that it was the passengers' fault. Is it possible? People board the passengers trains like DMU from both sides of the tracks and it was a very small station having no proper platform. But the Railway department did not take this incident seriously. The hon'ble Rail Minister always shows his concern for the poor and what a concern he has for them! He made propaganda of use of 'Kulhars' and window curtains made of khadi cloth in all the trains last time. But where can one find them? You can find the kullhars showcased only at the Parliament's Railway Canteen and that at Rail Bhavan. But I have never seen them at any of the railway stations on my side of land. I just asked a pot maker about the increase in his earnings out of making the use of earthen 'kullhars' necessary in the trains. He answered that he had dreamt of it when it was declared but nobody had come to him to order for them. The same is the condition with khadi curtains. We do not see any such fabrications in the trains. The hon'ble Minister says that with the disinvestments of certain requirements of the Railways to the private sector, the kinds of such schemes like, use of 'kullhars' and khadi curtains, will automatically be done away with as the private operators will set the things according to their agenda. ...*(Interruptions)*

SHRI LALU PRASAD: Do you want me to propagate

the use of 'Neem Datun' instead of toothpaste in the trains?
...(Interruptions)

SHRI GANESH SINGH: Mr. Deputy Speaker, Sir, I regard this Budget as a totally imbalanced one. Not only that, it is very unsatisfactory too. It is for the first time for me to see the Members from both the Treasury and Opposition benches expressing their anger on the Rail Budget. We, the Members of Opposition, may be right in our opposing but if your own allies do so, what else can you call this Budget except an unsatisfactory one?

I was mentioning the issues of Madhya Pradesh, I am just to concluding, Sir. In Madhya Pradesh, a 'Rail Roko' movement was held on 21st November 2005 at all the Railway stations under my parliamentary constituency in which about 10,000 people had participated. This was done demanding for proper arrangement of drinking water, sitting facility at waiting halls and sheds at the stations. All those railway stations are of the days of yore and no amount has been given for their renovation upto now.

SHRI LALU PRASAD: Just tell me the names of those stations please.

SHRI GANESH SINGH: These are Majhgawa, Khutaha, Satna, Jaitwara, Logargawan, Uchehra, Maihar, Bhadaupur, Amadara, Jhukehi and Khanna Banjari. At these stations, there is no arrangement of drinking water or light for the passenger. I urge you to make the required arrangements.

With this, the due electrification of Katni-Naini, Satna-Rewa and Manikpur-Jhansi Sections should be done at the earliest. The doubling of line on Manikpur-Jhansi and Manikpur-Naini sections is a long pending work and I do not know the reasons for not conducting this, even when the tenders have been accorded for that. I demand and I had requested to Hon. Minister personally also that lakhs of people visit Chitrakoot because it's a sacred place associated with lord Ram and people visit this place with religious beliefs, adjoining it is Mehar area, which in sacred place of Maa Sharda. I had demanded that both sacred places may be connected by starting a DMU train from Mehar to Chitrakoot Dham Karbi, so that people get the facility of visiting these places. Rajkot express remains stranded for 6 or 7 hours in Katni. Ex-Minister had announced in Katni and had assured that this train will be extended up to Satna but nothing has come out of the assurance so far. Now it is being said that this place does

not have a washing pit, though through Satna railways earns a sizable amount of huge revenues from this area. I would like to know whether a washing pit of rupees five crore can not be installed there, the same has yet not been done. Hence our demand of Rajkot express is still lying untouched. I request that this train may please be started.

A demand was made to start a new train between Satna to Mumbai. In our meeting with General Manager of Jabalpur Zone it was assured a new train will certainly be given for Mumbai in this Budget but the same didn't happened. I had personally requested Hon. Minister to change the time of train which runs from Rewa to New Delhi, this train runs during night and the place where it halts is anti social people's area. On any day a big accident can take place there, I don't want that Railway should get bad name from this. We want that its schedule may be changed. If the time of the arrival of the train is rescheduled around 10 o'clock in the morning at Delhi then passengers will have safer journey and this timing will be more suitable for the passengers of my constituency besides resulting in an increase in revenues.

The construction of a ROB in Mehar is a long pending demand. I would like to request that all trains from Mumbai to North India and Bihar passes through National Highway number 7 and because of this, railway crossing gets closed after every half an hour. Mehar area's people have been continuously facing this problem and hence we are demanding construction of Railway overbridge. However, Hon. Minister has made a very interesting announcement in his Budget that if respective State Governments gives their shares then they will complete Railway overbridge. I would like to ask that it is a National Highway and Railway track is passing through it, both are Centre Governments' department, whether Government of India is unable to complete the work of Railway overbridge without the help of State Government?

I request the hon. Minister to ensure the construction of the said ROB. There is a place named Govrao More between Mehar and Satna from where Railway line passes through. On the both sides of track farmers have their fields and they feel lot of inconvenience in moving. They have to travel nearly 20 km. more to reach their fields. We had requested for railway crossing, but the same has not been established. I request you that kindly make necessary arrangement for the same.

[Shri Ganesh Singh]

In the end I would like to say that I have written few of my demands, Mr. Deputy Speaker, Sir, with your permission I want to lay them on the Table

MR. DEPUTY SPEAKER: You can lay them on Table.

SHRI GANESH SINGH: Sir, I am laying the speech on the Table of House. However, I would definitely like to state one thing that Railway's security is an important subject. If the development & expansion Railway is done with adequate increase in the safety aspect, only then it will be considered as an achievement. With these words, I conclude.

*Everyday nearly 1.4 crore people travel by Indian Railways. Every year few new trains are started. Frequency of few trains is increased and at few places gauge conversion is also done.

This is third Railway Budget of UPA Government, while the problem of safety of passengers and that of ensuring basic amenities for passengers of sleeper class still remains unaddressed. Hon. Minister of Railways infrastructural improvement required for making Indian Railways number one railway of world, is very less. Budget has less provision for it and owing to this even till today more than 50 thousand railway bridges are of nineteenth century. Nearly 12 thousand Railway tracks are old which require immediate modernization. There is need to retire nearly 35 thousand coaches and wagons that have outlived their span.

Still 26 percent Railway lines are to be converted into broad gauge. Only 28 percent electrification has been done. Hon. Minister of Railways though mentioned about increasing prices of diesel but he did not stated anything about speeding the slow progress of track electrification. I would like to know why it is so?

Everyday we are reading, listening and watching big accidents raising question mark over railway safety? Though the number of accidents may have decreased during the tenure of UPA Government but there have been several major ones. If any passenger is reaching safely to his destination then it is all because of his sheer luck. In Mumbai local trains alone in 2005 more than 4 thousand people died due to slipping or hitting. In my constituency at Khutha Railway station three people were crushed by a goods train, when they were boarding train, they died at the spot and many, other got injured, who lost their limbs.

... This part of the speech was laid on the Table.

The worst thing is that no one was paid even one rupee as compensation. Railway stated that it was due to negligence of passengers.

Still Minister of Railways is boasting about Muskaan journey. Normally poor is more prone to such accidents, now in place of helping them efforts are being made to sweep their tears by starting Garib Rath trains.

Sir, In the previous Budget Minister of Railways promised about use of Kulhar & Khadi. It was felt that it will give employment to poors but unfortunately apart from Parliament House and Rail Bhawan Kulhar & Khadi are not visible anywhere.

Railway Budget is completely imbalanced and unsatisfactory. I am calling it imbalanced because Railway Budget has a negligible bent towards states other than Bihar & Tamilnadu. My state Madhya Pradesh is being continuously neglected in three Budgets.

Sir, my constituency comes under Western Railway Zone. My constituency gives revenue to Railway through maximum goods loading. But still the problems of this area are continuously being neglected. On 21st November, 2005 10 thousand people of my constituency stopped trains at Majhgaon, Khutah, Jaitwara, Satna, Lagargwan, Ucherha, Mehar, Madanpur, Amdra, Jhukehi and Khanna Banjari Railway stations and presented memorandum about their problems. Inspite of this no weightage was given.

Sir, this area is heavily neglected. Inspite of continuous demands electrification has yet not been done on rail routes between Katni to Naini, Satna to Rewa, Manikpur to Jhansi. Doubling of rail routes has not been done between Satna to Rewa, Manikpur to Naini & Jhansi.

The demand of starting new DMA train between sacred place Chitrakoot Dham Karbi to Mehar has yet not been fulfilled. Ex-Minister of Railways Sh. Nitish Kumar had announced that Rajkot express will go upto Satna. But the same has yet not been started. There has been a long time demand to have a train from Satna to Mumbai but the same has yet not been started. The train which starts from Rewa should reach Delhi by 10 a.m. Janta, Kamayani, Samath, Hawra Bhopal trains should be given stoppage at Uchehara, Mahakausal Jaitwara, Majhgawan, Khanna Banjari respectively.

A Shuttle train should be introduced from Jabalpur to Rewa at 7 o'clock in the morning. Minister of Railways has

mentioned in his speech that there is adequate amount for the construction of R.O.B. There has been persistent demand for the construction of an over bridge at railway crossing on national highway in Mehar. But its approval has not been given till date. A level crossing should be built at Govrao Modh and a new railway station should be built at Dhunwara. A new D.M.U. train should be introduced from Katni to Kaimur and Katni to Vauhari. An F.O.B. should be constructed at Khanna, Banjari, Majgavan, and Jhukehi. A first class coach, which used to be attached in Mahakaushal and Rewa-New Delhi passenger train and which has been discontinued should be attached again. Work on Lalitpur-Singrauli rail line should also commence from Satna and Singrauli. FROB should be constructed at Khanna, Banjari, Majhgavan, Jhukehi and Jaitwara. A new railway station should be constructed between Rewa-Satna at Jamuna and at Ghunwara between Maher-Katni*

[English]

SHRIMATI TEJASWINI SEERAMESH (Kanakpura): Sir, if you can permit me, I would like to seek your kind permission to speak from here.

MR. DEPUTY SPEAKER: Yes, you can.

SHRIMATI TEJASWINI SEERAMESH: Thank you, Sir. I would like to take this opportunity to appreciate a talented journalist, artist who has written a wonderful communicative graphic here. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Do not show the paper.

SHRIMATI TEJASWINI SEERAMESH: For the first time, an Indian Railway Minister has successfully presented a pro-people Budget. The whole country appreciates it.

[Translation]

It becomes clear when we think and talk about it after rising above politics and common people have also appreciated this budget. It is a budget meant for the villages.

[English]

One can hate or love Laluji for his political colours. But, for the first time, in the Indian history a man has presented a Railway Budget with the profit of Rs. 11,000 crore. In my view, it is not a common thing. I come from an ordinary village. My parents have not travelled by train so

far, whether you believe it or not. My village people have not even travelled by car. That is the condition of the village. I represent an area where 80 per cent of the people live in villages. Train is the common mode of transport, which connects the majority of India. For that, the Railway Minister really deserves an appreciation for his competitive and courageous Budget presentation. Even the world appreciates our Prime Minister for his honesty and efficiency. He appreciated it. Under the leadership of our capable and able Railway Minister, our Indian Railways is progressing towards the path of progress. I can understand that one of my brothers in the Opposition, when discussion started today afternoon, criticised that our rail derailed in Bihar because of our own mistakes. Nobody would have derailed us but I believe and I am very confident that with this wonderful Budget.

[Translation]

With the help of our colleagues in U.P.A., this train will once again come back on tracks.

[English]

I am very confident and even my people believe that. What N.D.A. has done? Those people were derailed from the Union Government. Why? It is because they have forgotten the ground realities. They have shown 'India Shining' and 'Feel Good Factor'. That was not the reality. We learnt from their mistakes. That is why our Government has been presenting a good Budget for the last three years. We will not derail. Nobody can derail us.

Sir, let me appreciate that Laluji's magic Railway Budget can think of Garib Rath. Whether we can think about it? We cannot even realise it. Villagers cannot travel by car, forget about the flight. Today, farmers and even ordinary people are getting this facility. Only a person belonging to a village can think of this pro-common people idea and this commitment. It is because of this commitment, UPA under the leadership of Madam Soniaji and our Prime Minister, our Laluji and Veluji has presented this pro-people Budget. We are so proud of this pro-farmer, pro-women, pro-youngsters and pro-common people Budget.

Sir, this point of safety of women definitely pleased me very much. As a proud father of the daughters, as a proud husband of the wife, Laluji's commitment and concern towards women is well-known. I appreciate his concern for the women. Today, women need more protection for their rights. Today, we feel that we are more

[Shrimati Tejaswini Seeramesh]

safe to travel by the train. So, I would like to congratulate him for that.

Sir, it is not a small thing to introduce 55 new trains and extension of 37 trains and the Garib Rath to the poor, and declaring Service Year to satisfy and to take care of passengers. This is very much impressive. I would like to appreciate him for that. He even introduced extra bogies. If we forget about politics and then talk, can anyone imagine, in this age of inflation, he has not raised the fares whether it is the goods train. It is because today we cannot depend on any other mode of transport. I am talking about common, middle class and lower class. So, he has really done it. Let us appreciate him, rising above the party lines. He needs a deserving appreciation. I have two demands. Not only I appreciate that he belongs to a village but today, with modernisation, he has introduced e-ticketing. Nobody knew it. It is because when Laluji became Railway Minister, everybody thought that he would fail terribly in his portfolio.

But today he has won the hearts of the people from all walks of life whether they belong to administration or whether they belong to the IT field, by doing modernisation of Railways with a Swadeshi touch.

[Translation]

First of all milk and lassi has been introduced. I belong to Karnataka, South India. I would like to demand that our traditional food Ragi Mudde should also be introduced, it will increase your popularity.

[English]

Sir, Kashi is the temple city and the Capital of our State Bangalore is the garden city. Today many people like to travel to Kashi from Bangalore. So, I demand Laluji to introduce a weekly train from Bangalore to Kashi. Then, right from his first Railway Budget, I have been demanding a new survey to be done to link Bangalore city to Mettupalayam via Kanakapura and Chamrajnagar. Out of 13 points in that route, 8 points are coming under my constituency and they are Nayadahalli, Gnana Bharathi, Agara, Harohalli, Kanakapura, Sathanur, Halaguru, Malavalli.

[Translation]

There are 13 points in that route, out of the 13 points,

8 points are under my constituency. I have only one demand, I would like to request you that you should do something for this new line.

[English]

I led a delegation to the hon. Railway Minister along with the Chief Minister of Karnataka and Laluji promised to do it in front of the bureaucrats, but I do not know what happened to that. I am not going to leave this. I may be representing the Ruling Party, but when it comes to development, I am not going to compromise on this line. So, the bureaucrats should adhere to the commitment. Otherwise, politicians will get bad name. The people have voted with a lot of hope. If we fulfil the commitment made to our people regarding developmental programmes, irrespective of our party, every parliamentarian will get good name and this temple of democracy will also earn good name.

I would like to sincerely thank the Chair for giving me this opportunity and conclude my small speech.

[Translation]

SHRI TEK LAL MAHTO (Giridih): Honourable Deputy Speaker, Sir, in fact this rail budget is a historic budget. This budget is a very good budget for poor, miserable and disabled persons. Never in my memory have I seen, listened or read about such a budget. Its greatest achievement is that if we buy a second class ticket and get a seat in the first class then we can travel by first class what can be more convenient than this.

Mr. Deputy Speaker, Sir, Jharkhand has a place called Parasnath, honourable Minister of Railways also knows about the place. Jains have a big pilgrim centre there. Jains from all over India and abroad visit that place and a Minister had also gone there.

20.00 hrs.

I would like to request that a stoppage of Rajdhani Express should be provided there. Due to non availability of an over bridge at Gamoh junction, people have to face a lot of inconvenience there. ...*(Interruptions)*

MR. DEPUTY SPEAKER: If House permits then the time of the House is expanded till 9 o'clock in the evening.

MANY HONOURABLE MEMBERS: Alright.

SHRI LALU PRASAD: Today we will sit till 9 o'clock

[Shri P. Mohan]

Already Madurai-Tuticorin doubling survey work is on and is to be completed in March. In view of the commencement of 8th Bay operation in Tuticorin and Sethu Samudram Project and in view of the increased goods traffic, Madurai-Tuticorin doubling may be taken up. A new railway line between Madurai and Tuticorin via Aruppukkottai may be laid.

Already Dindigul-Sabarimala survey is going on. It may be taken up in this year itself. A new line from Bodinaickanur (Tamil Nadu) to Kottayam (Kerala) may also be taken up this year itself.

Madurai, the famous tourism and pilgrimage heritage city, must have the much publicised Rail Yatri Niwas at the earliest for which foundation stone had been laid as early as in 1998. I extend my support to this Budget.

With this, I conclude.

[Translation]

*SHRI M. SHIVANNA (Chamrajanagar): Mr. Deputy Speaker, Sir, I thank you for giving me this opportunity to speak on the Railway Budget 2006-2007. Hon. Minister Shri Laluji and his colleagues have done their home work very well. Shri Laluji has taken care to present a pro-poor, pro-women, and pro-middle-class Railway Budget for the year 2006-2007. In fact Hon. Minister has set a new trend and it is a new record to present a Railway Budget without increase in the passenger fare for three consecutive years. Hence the Hon. Ministers deserve all commendations. I thank and congratulate Shri Laluji and his colleagues for this achievement.

Sir, there is a proverb in Kannada, "Mr. Gowda to which village do you belong? The answer is, the price of this blanket is forty rupees".

Similarly we have requested for some important Railway projects whereas the Minister has given us some other new Railway lines. We, the members of parliament along with our Hon. Chief Minister Shri H.D. Kumara Swamy met Shri Laluji and appraised him of the urgency of completing certain long pending Railway projects. In fact, he assured us in this regard. But, so far no action has been taken and the Budget does not reflect any such assurance.

*Translation of the speech originally delivered in Kannada.

First of all I would like to deal with the problem of my constituency, Chamaraajanagar, Karnataka. The gauge conversion work between Mysore and Chamaraajanagar is going on well. An amount of Rs. 45/- has been allocated in this Budget. Hence I am hopeful that this work would be completed within a period of one year. But unfortunately the construction work of the Railway line between Chamaraajanagar and Mettupalyam has not yet started. Shockingly, the Minister has not given a single paise to this long pending project in Karnataka. Hon. Minister Shri Velu visited my constituency and other border towns in that area a couple of months ago. While speaking in a function he announced the sanction of Rs. 1 crore for conducting survey of this route. We along with the people of my constituency were dreaming that sufficient funds would be allocated for the construction work of this very important Railway line. After seeing this Budget it appears that this project has been kept in the cold storage. I am sure that the people of my constituency will start agitations like "RAIL ROKO" and DELHI-CHALO etc. Therefore, my humble request to the Hon. Minister is to sanction at least 100 crores for this project during this year 2006-2007.

"Cigarette is a tube of tobacco with fire at one end and a fool at the other end" Said Bernard Shah. The Union Government and the State Governments are also trying their best to ban smoking in public places. Laluji tried this experiment in Railways and succeeded in banning smoking. I am grateful to Laluji for this.

In fact, he is the first Railway Minister to give a big boost to the use of indigenous products including buttermilk, food, cotton materials etc. The consumption of Campa cola, Cococola and other soft drinks in the Railway stations has been reduced drastically. My humble request to Shri Laluji is to introduce and encourage the consumption of Ragi malt and trader coconut water which are very good for health. In fact, Ragi malt acts as a medicine to diabetics patients.

Persons who have lost their limbs or other parts of the body will get concession (50%) ticket to go to various places for their medical treatment. Similarly physically challenged persons also get 75% concession. But, unfortunately they have to travel only in some ordinary passenger trains. This is really strange. When you are giving some concession give it with an open heart. I request the Ministry to change its attitude in this regard. All the trains including Rajdhani Exp, Shatabdi Exp, etc. should allow the above mentioned persons to travel with their concessional tickets.

in the evening and tomorrow we will sit till 11 o'clock in the evening.

SHRI TEK LAL MAHTO: Mr. Deputy Speaker, Sir, Gomoh junction is situated on Hawra-Delhi and Bhuvneshwar-Delhi line but Rajdhani Express has no stoppage there. I request that its stoppage should be provided there. As there is no over bridge, people have to face various difficulties. The State Government is ready to give its share. Last time, the General Manager of Hazipur had visited the place. I put this proposal before him which was accepted by him. I would request the Minister to construct an overbridge at Gomoh station immediately. Mahabodhi Express starts from Gaya and its destination is Delhi which stops there for 3-4 hours. I would request to operate from Dhanbad and then it should return. Dhanbad is a big industrial city. Workers from all over India come there to work in the collieries. Therefore, Mahabodhi Express should be started from Dhanbad.

Mr. Deputy Speaker, Sir, several people from Bhopal and Bilaspur come to Dhanbad. They have to face various difficulties as there is no direct train for them. So, I would request that a train should be introduced from Gomoh which should run from Bilaspur via Beirao, Bokaro thermal. My Giridih constituency has 20 rolling mills. Raw material is obtained from Bhaga, which is 125 kilometers away from where the finished good is sent back to Bhaga. Due to increase in transportation cost, the cost of goods also increase. I would like to state that a railway siding should be constructed there so that coal could be available there and finished goods could be sent to other places. It would decrease the cost.

Mr. Deputy Speaker, Sir, people of Hazaribagh have seen the train but people of the city have not seen the train. Kodarma is being connected to Hazaribagh. An announcement was made in this regard but the progress of this work is very slow. Very little amount has been allocated for it this time. Last time when I raised this question, they replied that it would commence in 2007 but negligible amount has been allocated for it this time as well. I feel that this work would not be completed in 10-15 years. So, I would like to urge that this amount should be increased so that this work could be completed quickly. Similarly, the work regarding railway line from Kodrama to Giridih is under progress. It is a matter of concern that this work is very slow. Dumka is the second capital of Jharkhand state. We continuously discuss about tribal Harijans of this area. Majority of the tribals live in this area. Our Minister of Coal has been winning the seat from this constituency

from 1980 still no train has reached Dumka city. The allocated amount is very meager. I would like to request that Dumka should be connected with other places through train. State Government has announced to release 3 crore rupees, for this work but this amount has not been released till date. I would like to request the Honourable Minister, through you to connect Dumka which is the second capital of Jharkhand by train by releasing the amount.

Mr. Deputy Speaker, Sir, Dhanbad is a big junction, where all the trains starting from Howrah, Saldah and Kolkata stop but this station has not been developed properly. It would not be wrong to say that Dhanbad is the biggest industrial district. A large number of people continuously visit this place by trains. We want that Dhanbad station should be beautified.

In the end, I would like to thank honourable Minister that he has not increased any passenger fare in this rail budget which will benefit poor people. Various other concessions have been provided in this budget. A little bit of improvement is required in catering facilities. With these words I conclude.

[English]

*SHRI P. MOHAN (Madurai): Sir, while welcoming the people-friendly measures of the hon. Railway Minister like 'No Fare Hike, Higher Class Upgradation At No Extra Cost, Bringing Down AC Class Fare, and 50 per cent Concession to Farmers and Milk Producers', I would like to draw the attention of the hon. Minister to certain demands that remain as a far cry.

Hon. Railway Minister has announced that electrification work will be taken up this year between Villupuram and Tiruchirappalli. I would like to urge upon the Minister to go in for electrification beyond Tiruchirappalli up to Kanyakumari.

Doubling of track has been announced and is to be taken up between Madurai and Dindigul with an allocation of Rs.30 crore. I request the Minister to announce and take up this year itself the doubling work between Villupuram and Dindigul.

Doubling work may also be taken up between Madurai and Kanyakumari. This will help augmenting rail service between Chennai and Kanyakumari helping the public from both Tamil Nadu and Kerala.

* The speech was laid on the Table.

Our Chief Minister Shri Kumar Swamy has hailed the Railway Budget. He said that it is the common man's Budget. I join him to appreciate the achievements of the Hon. Railway Minister.

But the most shocking thing is

"Keliddu Kofi

Kottiddu Bhiksha"

We had asked for several thousand crores of rupees and the amount allocated in the Budget is very meagre and most disappointing. The required amount is Rs. 3363 crores and the sanctioned amount is Rs. 202 crores only. This has to be rectified and remedied immediately. The proposed Bangalore-Satyamangala Railway line is only 260 K.M. The required amount for construction of this line is Rs. 901.62 crores. Only one lakh rupees has been allocated in this Budget. Similarly, there is inordinate delay in completing the gauge conversion of Mangalore-Hassan route. Shri. Laluji has successfully saved Rs. 11,000 crores. He has introduced an innovative "Dynamic Fare" system for the first time in the history of Indian Railways

20.13 hrs.

(SHRI VARKALA RADHAKRISHNAN *in the Chair*)

Everyday accidents are taking place in Bangalore city. Roads are very narrow and congested. Traffic in the city is in a mess and the I.T. companies are preparing to run away from Bangalore city. The Centre has successfully introduced Metro Railway in Delhi. Why don't they start construction work of Bangalore Metro which is pending for the last two decades. Our Chief Minister Shri. H.D. Kumara Swamy has made a special request to the Railway Minister to start the Metro Railway work without any further delay. He travelled in Delhi Metro along with his colleagues and family. He has expressed his supreme satisfaction about the functioning of Delhi Metro. In this regard I would like to caution the Hon. Minister that checking the passengers by the police at the entrance is not at all satisfactory. Mishaps can take place at any time. Hence he has to take immediate corrective measures in this regard. Five eminent politicians from Karnataka became Railway Ministers at the Centre. Now, the Centre should take up the construction work of Bangalore Metro and any delay in this matter can not be tolerated. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please conclude now. We cannot sit here for long.

SHRI M. SHIVANNA: Okay, Sir. ...*(Interruptions)*

SHRIMATI TEJASWINI SEERAMESH: Mr. Chairman, Sir, the hon. Member is misleading the House. The Metro Project was delayed not because of the Congress Government. At that time in Karnataka, JD (S) and Congress were the coalition partners. ...*(Interruptions)*

MR. CHAIRMAN: Madam, you had your chance. Please take your seat.

...*(Interruptions)*

SHRI M. SHIVANNA: Madam, I am not telling like that. ...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: Shrimati Bhavana Gawali.

...*(Interruptions)*

SHRI M. SHIVANNA: I do not want any more explanation. ...*(Interruptions)*

MR. CHAIRMAN: Nothing will go on record except the speech of Shrimati Bhavana Gawali.

*(Interruptions)...**

MR. CHAIRMAN: Now, you must realize that this is the House and there is a Chairman in the Chair. You must address here and not her.

SHRI M. SHIVANNA: She is interfering in my speech.

MR. CHAIRMAN: This is the House. Do not address her. Now, you please sit down.

Now, Shrimati Bhavana Gawali, you can continue.

...*(Interruptions)*

MR. CHAIRMAN: No, nothing will go on record.

*(Interruptions)...**

MR. CHAIRMAN: It is not a verbal duel between you two. This is the House.

...*(Interruptions)*

* Not recorded.

MR. CHAIRMAN: No, nothing will go on record. You please take your seat.

...(Interruptions)

MR. CHAIRMAN: No word will be recorded.

(Interruptions)...*

MR. CHAIRMAN: Shrimati Bhavana Gawali, you can continue. You can speak.

SHRI KHARABELA SWAIN (Balasore): Please excuse him. ...(Interruptions)

MR. CHAIRMAN: Whatever you have to say, you give it in writing. You can lay it on the Table. Why do you waste the time of the House? Whatever you have to say, you can give it in writing. It will go on record. Do not misuse the time of the House.

...(Interruptions)

MR. CHAIRMAN: No.

Shrimati Bhavana Gawali, are you speaking?

...(Interruptions)

MR. CHAIRMAN: We are here after eight o' clock. There is some difficulty. You do not realise this.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, you give him two minutes' time to complete. Let him conclude in two minutes' time.

MR. CHAIRMAN: No. On any account, I will not allow him.

Shrimati Bhavana Gawali, you continue. Once decided, there is no going back.

...(Interruptions)

MR. CHAIRMAN: No, please take your seat.

...(Interruptions)

SHRIMATI C.S. SUJATHA (Mavelikara): Please allow him two minutes' time.

* Not recorded.

MR. CHAIRMAN: Please be seated.

...(Interruptions)

MR. CHAIRMAN: I will not succumb to pressure.

...(Interruptions)

MR. CHAIRMAN: When the Chair is on his legs, you take your seat first. Please be seated. I shall call you. Do not do this in future. You can speak for one minute. This is given as an exceptional case.

SHRI M. SHIVANNA: Thank you.

MR. CHAIRMAN: You conclude within one minute.

[Translation]

* SHRI M. SHIVANNA: Sir, I did not interfere when other Hon. Members were speaking. I expect the Hon. Lady member to reciprocate the same restraint when I am speaking on the floor of the House. There are two routes between Bangalore and Mettupalayam. One is via Kanakapura, Malavalli, Kollegal and Satyamangala. The other route is via Kankapura, Malavalli, Bannur, Tirumakudla Narasipura, Chamaraajanagara, and Satyamangala. The Centre may kindly take up any one of the above routes. In fact, Shri. H.D. Deve Gowda, the former Prime Minister of India had ordered for a survey. Now, the Centre should allocate more funds and start the work very soon.

Sir, another very important and long pending Railway line is the one between Mysore and Nelambur via Nanjangud, Gundlu pet Talachery. This will connect Karnataka and Kerala. Business between the two States will improve to a large extent and it will be very convenient to the devotees visiting Chamundeshwari Temple and other religious places in and around Mysore.

Sir, Mysore is the southern Kashi. It is one of the most beautiful cities in the world. Brindavan garden is attracting tourists from allover the world. This city is connected to the capital city of Karnataka, Bangalore. It is strange but true. We have only a single track between Mysore and the Silicon city even after 58 years of our Independence. Some work of doubling has been done between Bangalore and Ramanagaram. Rest of the route i.e. from Ramanagaram to Mysore should be doubled on war footing basis. It is also very essential to electrify this

* Translation of the speech originally delivered in Kannada.

Railway line between Bangalore and Mysore which is again pending for the last twenty years.

Sir, I urge upon the Hon. Railway Minister through you to release at least Rs. 2000 crores for taking up all pending Railway works in Karnataka during 2006-2007. Once again I thank you and with those words I conclude my speech.

SHRIMATI BHAVANA PUNDALIKRAO GAWALI: Sir, I have risen to participate in discussion on the budget and want to raise some problems relating to the railways in my constituency. The Minister of Railways has proposed to give fifty per cent discount on freight to the farmers and the milk producers. The handicapped and their attendants would also be eligible for fifty per cent discount on their fares. For the ordinary passengers Garib Rail Rath is proposed to be introduced and it has also been announced that special, security attendants would be provided for women passengers. I want to inform the hon. Minister that during the past 40 years Malhotra has witnessed marginal extension of railway. During 1960-61, the length of railway line in Maharashtra was 5056 Km. Since then, only 8.7 per cent increase has been effected in this regard, what is abysmally low. The Member of Parliament from Maharashtra are not at all happy about this. Maharashtra has the distinction of not only having the largest number of local trains but is also the largest contributor of revenue to the Ministry of Railways. In comparison to the revenue earned from Maharashtra, the share of the state in the new railway projects is almost nil. For the ongoing projects in Maharashtra, only Rs. 15, 20, 25 or 26 crore has been provided. In 1999-2001 the decision was taken to convert the Poorna-Khandwa meter gauge line in my Constituency to broad gauge. Since then, only Rs. 70 crore have been provided for this project till now. During the discounts; on the previous rail budget too, I had suggested that the Government should complete its projects within a maximum period of five years. Otherwise the Ministry of Railways has to bear. To complete the Poorna-Khandwa rail link Rs. 151 crore is needed. If this link is completed it would help the Sikh community to travel by train to participate in their tercentenary celebrations to be held in Nanded in 2008. It is my belief that Laluji would make a provision for this line by 2008. Poorna-Khandwa line passes through my district, which came into being 4-5 years ago. Hingoli is contiguous to my district and is represented by Shrimati Suryakanta Patil. Though the district has completed five years, yet the desired development has not taken place. If the work of this railway line is completed at the earliest, large number

of youth will get employment. This line will make it possible for the farmers to access better markets for their produce which they are unable to do at present despite having good crops. Industries will also flourish. It is my request to speed up the pace of the work of this rail line. It is moving at a snails pace. I believe that the pace of work will not slacken. I request the hon. Minister to attack funds for the railing line.

I thank him for providing protection to the women passengers. It is a welcome step. Women passengers have to face many problems while traveling. We hear of atrocities committed on time and again. Several such incidents have incurred in local trains in Mumbai.
...(Interruptions)

But he has extended any such protection to the body Member of the House. He should show this consideration to us also. We want this assurance from him that he would give us the funds sought by us. He respects women that is why Shrimati Rabri Devi was the Chief Minister of Bihar and Shrimati Kanti Singh is a Minister here. I am sure you will neglect us and accept the demand relating to the Poorna-Khandwa line. If this line is completed by 2008, people will find it convenient to reach Nanded.

A survey was carried out for Pusad-Umarkhed-Wardha-Yavatnol rail line. Nothing is normal about its outcome. I request the hon. Minister to take this into consideration.

About 10-15 days ago we saw on the TV and read in the papers that lot of manipulation is done why recruitments are made in the railway. Concrete efforts should be made to put an end to such things. The youth of the states where recruitment is being done should be given preference. It should be ensured that the bureaucrats and others do not manipulate the recruitment procedure and measures need to be adopted to ensure this. I have put forth my demand before Laluji with great expectations and I am sure Laluji will accept my demands.

I conclude with these words and thank you.

[English]

MR. CHAIRMAN: Now Shri Srichand Kriplani will speak. You will get only five minutes to speak.

Now, all the Members of the House will get five minutes each. The time of all the parties is over.

[Translation]

SHRI SRICHAND KRIPLANI (Chittorgarh): Mr. Chairman Sir, I have been listening who have spoken before me for long. ...*(Interruptions)*

[English]

MR. CHAIRMAN: In the meanwhile, those hon. Members who want to lay their speeches may given their speeches in writing.

[Translation]

SHRI SRICHAND KRIPLANI: Several hon. Members expressed their views on the Railway Budget. Some praised Lalu Prasad Ji for presenting such a good budget others expressed satisfactions. Some even criticized it. But, I will definitely say that it is a satisfactory railway budget. Shri Ram Kripal Yadav see and Ms Tejaswini are present here. A reference was made to India shining campaign just a short while ago. I want to inform Ms. Tejaswini that a lot of development took place during the past five years of NDA regime. Big road projects were taken up, telephones reached the rural areas and the economy of the country. It was due to these factors that Lalu Prasad Ji could present a good budget. A lot of industries flourished during the NDA rule and several development works were carried out. ...*(Interruptions)* The data will reveal the truth. All the data is table with us. I accept that the railway budget is good and rightly praised by the several Members. I want to know why Communists work shorting when the Minister of Railways, Shri Lalu Prasad was presenting the budget? They are their allies. We have accepted the rail budget as satisfactory. I thank the Minister of Railways for working an effort to present a good rail budget. But, Rajasthan has been grossly neglected. ...*(Interruptions)*

SHRI LALU PRASAD: A lot of Rajasthan.

SHRI SRICHAND KRIPLANI: My state constituency Mathoti and Mewar has been neglected. I was also there when the hon. Minister had gone there for the broad gauge conversion work. He had inaugurated the broad gauge railway line from my area. From the tourism point of view, Rajasthan is number one not only in India but in the entire world. If we take up Chittorgarh, everybody is aware of the history of. Similarly people are well acquainted with the toy of Panna "Dhay" Mirabai devotion to lord Krishan and courage of Padmini which culminated in supreme sacrifice. Tourists from allover the world visit these places.

Therefore, trains of international standard should be introduced in Rajasthan and the broad gauge line should be completed. He might be aware of Barisadir region. It is known as the land of 'Jhala Manna'. We have been demanding a railway line from Neemach via Chhoti Sadri. A survey had been conducted during the rule of NDA Government, but the demand has not been met so far.

You have stated in the Rail Budget to complete the rail route of Chittaur to Ajmer and Neemach to Ratlam by 2007. You will certainly complete it by 2007 but at the same time, we've been talking to the officers in this regard and they have told that the work on both the broad gauge lines is almost complete, cabins are built, bridges are ready, only tracks are to be laid. If you direct them, I feel, the task will be done within 3-4 months.

If Delhi and Mumbai are directly connected after the completion of the construction work of railway line from Chittaur to Ajmer and Neemach to Ratlam, it would be easier for the people to come to Ajmer. I think that you would definitely think over it. I would also like to submit about Ramganj Mandi Gopal. Railway line from Ramganj to Mandi Gopal has been approved, but the amount sanctioned for it is very less in this budget. I submit that this task should be expedited considering this suggestion. Since the source of world famous Kota Stones is Ramganj Mandi, Kota stone is supplied the world over from here, it is a big market of coriander, so if the construction of rail line is completed, it would be highly beneficial for the industry and lakhs of people and stone labourer would all be benefited. I do hope you would consider my suggestion.

I also submit that Banswara, Durgapur, Salumber area in the large tribal belt of Mewar, Rail tracks exist nowhere in that area. I therefore, submit that if a railway line in Neemwada, Chhoti Sadri, Pratapgarh, from Pratapgarh to Dungarpur-Vasaura, via Valsad to Mumbai is constructed, the entire tribal belt would get connected. If you really want the SC/ST, tribals, backwards, poor people and dalits about whom you used to talk in your speeches to take the benefit, construction of this rail line will fulfill their hopes, I do hope that you will consider it. In the same way, if meter gauge line between Badi Sadri to Mawali is converted into broad gauge and extended up to Marwar, it would be another relief. Similarly, there are two big sub-divisions of Neembadi and Ramganj where our cement factories are situated in a huge area, there are three

cement factories in the vicinity, but there is no computer facility. I request you to computerize Nimbaheda, Ramganj Mandi and Bhiwara which would provide great relief to the people there.

Mr. Chairman, Sir, I have to say a lot about new trains and railway lines, but, Mr. Chairman has said that there is time constraint Lalu Ji, I would just like to submit that there are some trains which do not require much money, one such train which you started recently is from broad gauge Neemach Udaipur-Delhi line up to Jaipur. Similarly, the other such train is Link Express from Neemach via Kota up to Dehradun, the people of Udaipur have the same demand. If two trains are provided instead of one, could be Dehradun Express which runs via Neemach from Kota as Link Express, it may be extended up to Udaipur and the other may run directly for Haridwar as second Link Express. Though, this train will not go directly to Udaipur-Chittaur and Neemach, yet the people of Mawali and Chittaurgarh will get a direct train facility for Udaipur region. I hope that you would consider it. You have announced a train for us, starting from Jabalpur to Kota, this train has been extended up to Jaipur. I request the Minister of Railways that the people of my constituency have always been demanding that Jabalpur-Kota train should be extended up to Udaipur. It has been extended upto Jaipur but Jaipur has already so many trains. We are demanding a train from Udaipur because Chittaurgarh has a huge marble market, Udaipur has a huge marble market. We have marble in the whole area of Jabalpur-Kaṭni, all the traders travel through that area. I request you that this train should be converted into a Link Express for Udaipur instead of Jaipur, so that it could be linked with the Jabalpur bound trains. This would benefit the people associated with marble as Lakhs and Crores of people are in this business. I would also like to request that there is a marble container depot between Udaipur and Chittaurgarh because this has been long standing demand and lakhs of people are associated with it and you have said in your budget speech also that if needed, container depot would be opened at different places. There is a place called Khemli, if a marble container depot is set up there, it would be a great relief for the marble industry of Udaipur and Chittaurgarh.

I think that if I do not mention about the rail over bridge, I would not do justice to my constituency. There is nothing in the name of over bridge in my constituency. If a larger area like Kumbhanagar in Chittaurgarh gets a railway crossing constructed, it would greatly benefit the people. In the same way, Ramganj Mandi area, Khairabad

and Modak area badly need an over bridge. Modak has Manglam Sweet Factory and most of the time, rail barrier as down, and due to this, thousands of labourers face difficulty. I request you to assure us for the construction of an over bridge. Similarly, Ramganj Mandi, Rangpur have problems for want of over bridge and some other problems are there. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Hon. Member, please conclude your speech.

[Translation]

SHRI SRICHAND KRIPLANI: Mr. Chairman, Sir, I am concluding. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Shri Kriplani, you have already exhausted the five minutes allotted to you to speak in the House on this issue. Actually, you have taken up more than 10 minutes.

SHRI SRICHAND KRIPLANI: Sir, I would request you to give me two more minutes to speak on this issue.

[Translation]

If you ask I would lay it. ...*(Interruptions)*

[English]

MR. CHAIRMAN: You can lay it.

[Translation]

SHRI SRICHAND KRIPLANI: All right, Sir, I would lay. Lalu Ji, I have some demands. I would request you. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Kindly give other hon. Members of the House an opportunity to speak on this issue.

[Translation]

SHRI SRICHAND KRIPLANI: Lalu Ji, I would request you that the assurance you had given for Udaipur-Benaras route, for the specific city of Chittaurgarh, all the trains of India have a stoppage there, I would like to thank you that you kept it in your memory. We had stopped you in

[Shri Srichand Kriplani]

Kapasan and you had announced train for the area, I thank you very much that the train have began to stop there. Thank you very much and hope that you will also take care of remaining demands soon.

***Stoppage**

1. All the three trains Jaipur-Bangalore, Jammu Tawi and Frontier Mail should be provided a stoppage at Ramganj Mandi because the traders and common people have to face lot of difficulty in commuting to this most famous market of Marble and coriander.
2. Jaipur Super and Intercity should be provided a stoppage at Maudak. Here the business class people have to face a lot of difficulty as a large number of cement industries are located here.
3. The local people have to face a lot of difficulty due to not providing a stoppage to Mewar Express (Udaipur-Jaipur) at places like Fatehnagar, Kapasan, Parsauli, Bassi and Bundi etc. providing a stoppage to Mewar Express Udaipur-Jaipur at the above mentioned stations is extremely necessary.
4. Trains running between Udaipur-Hazrat Nizamuddin (Delhi) should be provided a stoppage at places like Mauli, Bassi, Boondi and Parsauli etc.

Regarding operation and extension of trains distance

1. Train No. 1470 is running between Kota-Jabalpur, which needs to be extended upto Udaipur, particularly because presently the related raw material for the largest marble market in Chittorgarh is coming from Katri and Satna in Madhya Pradesh due to which there remains a heavy traffic on this route.
2. Kota-Gwalior Passenger Train No. 297 is provided halt for 10 to 12 hrs. at Kota station for maintenance purpose. The maintenance time of this train should be reduced and this train should be operated from Chittorgarh so that passengers on this route could get the transport facility.
3. Haldighati fast passenger train between Neemach-Agra should be extended upto Kanpur. Kanpur is a well off place from business point of view because of which people from Rajasthan have to commute to

Kanpur for business purposes. Extending this train upto Kanpur would prove to be very useful for the people as well as businessmen of this area.

4. People of this region have been demanding from time to time for extension of the Ahmadabad-Dhanbad Express train upto Howrah. This is also extremely necessary because extending this train upto Howrah would help in providing a direct rail service to the people visiting to and fro Kolakata.

Railway Over Bridge and Under Bridge

1. There is a need for budget sanctioning for construction of an Overbridge on the Chittorgarh-Kaumbhanagar railway crossing by the Railways.
2. An overbridge should be constructed at Ramganj Mandi, Khairabad as the public have to face a lot of difficulty in commuting due to the closure of railway crossing for most of the time.
3. The people have to face a lot of difficulty because of the closure of crossing at Modak. It is extremely necessary to construct an over bridge here.
4. People have to face a lot of difficulty due to the closure of crossing No. 102 (Badauli Ghata), Kheda Dhonsunda and Paddanuli (Kapasani) railway crossings of Ajaulia. This crossing should be manned and opened properly for easing the problem of commuters.
5. At Ramganj Mandi, Jhalawad Gate crossing no.76 has been closed. Therefore, an employee should be appointed here and the crossing be kept open so that the difficulties faced by people could be done away with.
6. Construction work of an over bridge at Rangpur (Ramganj Mandi) is going on at a low pace. I would request that the testing work of this overbridge be speeded up and its construction be completed expeditiously.
7. Approval has been granted for construction of an overbridge at Gate no. 108 but the work has not been started yet. I would request that the construction of this overbridge should be started immediately.

Regarding Marble Container Depot

There are a lot of establishments of Marble industry

*...This part of speech was laid on the Table.

in Chittorgarh and Udaipur including the nearby areas. This area is famous as Marble market. Marble is supplied all over the country from here. Besides, Marble is also exported to Neighboring countries. Keeping these points in view Khemli station between Udaipur and Chittorgarh has been identified as a site for container depot. Setting up of a container depot at this place would boost the business of marble and railways would also earn handsome revenue. In this regard the marble traders and their organizations have also been strongly demanding for construction of Marble container Depot. Therefore, this work may kindly be done expeditiously.

I hope that whatever I have submitted before the hon'ble Minister through you would be paid due attention as per our hopes and these problems would be resolved very soon.

Computerized Railway Reservation

1. The Dakaniya Railway Station in Kota should be renovated and turned into a model station.
2. Keeping in view that the population of Kota city is increasing and 40,000 pupil coming here for availing coaching facilities, five new reservation counters should be opened to help them in getting reservations without much hassle.
3. Rawatbhata Atomic Energy Center is an important nuclear center of India. The common people and offices face tremendous difficulties as there is no railway reservation center here. Therefore, a reservation counter should be opened in Rawatbhata.
4. When computerized railway reservation center was opened at Chittorgarh Railway Station a VIP window was also started there, which was closed down later on. The window must be started again to provide facilities to the VIPs at the station.

Regarding approval for setting up a computerized Reservation Center at Nimbahera and Ramgarh Mandi station.

1. A Computerised Research Center is quite necessary at the Nimbahera Railway station. In addition to J.K. Cement factory and stone quarries many small and big industries are established here and also thousand of pilgrims who visit the famous Krishana Dham Samvaliyatri near Nimbahera every day face lots of

problems. Therefore, arrangements should be made for setting up Computerised Railway Reservation Center at the earliest.

2. Ramganj Mandi is a key commercial area of Kota district. Apart from the local, the traders from other cities also visit this area quite frequently. Many long distance express trains passes through this railway station but as there is no Computerized Railway Reservation Center there, the people travelling this rail route cannot get direct reservation. Therefore a Computerised Railway Reservation Center may be set up at the Ramganj Mandi Railway Station.

Provision for attachment of additional sleeper coaches

1. In Neemach to Delhi link Express No 9019, a coach has been added for the passengers from Kota to Dehradun. The people of Mewar have particularly demanded that an additional sleeper coach must be attached in this train from Neemach to Dehradun, Haridwar so that the journey to Haridwar may become easy. In addition to the said train must be divided into two routes from Udaipur to Chittorgarh and Chittorgarh to Neemach so that passengers from Mewar and Malwa might be benefited.

New Railway trains

1. Udaipur to Jasalpur Via Chittorgarh-Kota
2. Udaipur to Mumbai via Kota, Udaipur to Mumbai Via Bhilwara, Ajmer.
3. Udaipur to Gwalior via Kota-Anta Shivpuri, Udaipur to Delhi via Howrah, Ajmer.
4. A new train should be started for tourists from Udaipur to Agra Via Gwalior, Kota, Bundi, Chittorgarh, Anta Shivpuri
5. New trains from Kota to Jaipur in the morning and evening.
6. There is no train on Udaipur-Kota route in the morning time due to which the passengers and tourists of Mewar and Harouti face problems. Therefore, new rail service must be started on Udaipur to Kota route in the morning time which should have stoppage at all the stations.
7. People face difficulties as there is no train from Chittorgarh to Udaipur after 2.00 P.M. Therefore two local trains should be started from Chittorgarh to Udaipur at 4.00 and 7.00 P.M.

[Shri Srichand Kriplani]

8. There is no train from Ratlam to Chittorgarh between 12.00 o'clock and 7.00 A.M. Therefore a new train should be started from Ratlam to Chittorgarh at 5.00 A.M.
9. A new train should be started from Udaipur to Guwahati Via Kota-Tundla-Mughalsarai-Patna, Barauni-Katiher-New Jalpaigudi, it will facilitate the people living in this region of Bihar and region of Uttar Pradesh and railway department would also earn handsome revenues as many people of Bihar and Uttar Pradesh live in these areas.
10. It is quite necessary to start a weekly rail service on Udaipur-Chennai and Udaipur-Trivendrum rail routes as there is no rail service to southern Indian regions of the country from Udaipur.*

[English]

MR. CHAIRMAN: Now, I give the floor to Shri S.K. Kharventhan. You can come to the front and speak. Why do you remain in the back? You can come to the front and speak. You must complete your speech within five minutes.

SHRI S.K. KHARVENTHAN (Palani): I thank you, Sir, for giving me this opportunity. On behalf of my Congress Party and on behalf of my respectful leader, Shrimati Sonia Gandhi, I congratulate our hon. Railway Minister, Shri Lalu Prasad, hon. Veluji and hon. Rathwaji, for presenting a popular Budget.

In this country, the first train was flagged off on 16.4.1853 between Bombay and Thane covering a distance of 84 kilometres. Now, the trains cover around 65,000 kilometres and nearly 1.6 crore people travel everyday in these trains. Fourteen lakh employees are working in Railways, and this year, the dividend is Rs. 11,000 crore. It is the success of this Government. I want to mention certain special features in this year's Budget.

- There is no increase in the passenger fares;
- Charges on monthly and quarterly season tickets have been reduced in super-fast trains;
- Reduction in First and Second A.C. fares by 18 per cent and 10 per cent respectively;
- Over 200 Mail and Express trains to be made super-fast;
- Four popular trains to have world-class passenger amenities;

- No across the board increase in freight rates;
- Ceiling for booking luggage in brake vans removed;
- Air-conditioned 'Garib Rath' introduced as a pilot project;
- Grameen ticket booking service for unemployed rural youth;
- Jan Sadharan Ticket Booking Scheme introduced and unemployed youth to man prepaid UTS counters.
- 50 per cent concession to farmers and milk producers travelling for training purposes;
- 50 per cent concession to victims with loss of limbs for transplantation of artificial limbs; and,
- Upgradation of passengers to next higher class extended to in all Rajadhani, Mail and Express trains;

Moreover, the number of coaches in passengers trains are going to be increased. There are so many other important features in this.

- The contribution to staff benefit raised nine times, from Rs. 26 to Rs. 226 per employee; and,
- Food made available to running staff at nominal rate.

These are all the important schemes. During the NDA regime, in the Budgets presented between 1999 and 2004, Tamil Nadu was totally neglected. For example, I want to mention that in 1999-2000, 14 new trains were sanctioned, but none to Tamil Nadu. In 2000-01, 19 new trains were sanctioned, but no project was sanctioned for Tamil Nadu. In 2001-02, 24 new trains were sanctioned, but none was given to Tamil Nadu. Same is the case in 2002-2003 out of 27 additional Express trains that were sanctioned, only one was given to Tamil Nadu. In this way, Tamil Nadu was totally neglected.

I want to thank the hon. Railway Minister, Shri Lalu Prasad, for sanctioning at least nine new trains and extension of seven trains. The frequency of the trains also increased. He also sanctioned gauge conversion of three new projects, and also two new railway line survey works were sanctioned. Last year, 2005-06, six survey projects were sanctioned for Tamil Nadu, out of which, one pertains to my constituency, that is, Erode-Palani via Dharapuram. This survey is in progress. I would request the hon. Minister to expedite the survey and sanction the project immediately. Furthermore, I would request that the survey of Madurai-

Kottayam Project be completed as early as possible. More funds have to be allocated for the on-going projects like doubling of broad gauge line between Madurai to Dindigul; then broad gauge conversion work on Tenkasi-Sengottai-Punaloor line should be completed at the earliest. I would request the Minister to extend a few Express trains, that is, Jodhpur-Chennai Express to be extended up to Nagercoil; Hyderabad-Chennai Express to be extended up to Madurai. The frequency of certain trains has to be increased, that is, Kanyakumari-Howrah Express, at least, three times in a week; Madurai-Nizamuddin Sampark Kranti Express, at least, thrice a week; and Chennai-Tenkasi-Pothigai Express daily.

On behalf of my constituency, I want to mention only one point.

MR. CHAIRMAN: You can give it in writing or give it to the Minister, who will look into it.

SHRI S.K. KHARVENTHAN: Sir, there are two important pilgrim cities. Madurai in Tamil Nadu and Tirupati in Andhra Pradesh are very important pilgrim centres. I would request the hon. Railway Minister to sanction a new express train between Madurai and Tirupati. I would request the hon. Railway Minister to introduce a Jan Shatabdi Express between Chennai and Madurai. A new super-fast express train between Madurai and Bangalore is very essential and it must be introduced. Mangalore and Tuticorin are important ports. Therefore, an Inter-Port express train between Tuticorin and Mangalore must be introduced. Electrification work on Trichy-Tuticorin and Maniachi-Kanyakumari lines should be completed.

Doubling work on Maniachi-Kanyakumari and Chengalpattu-Tuticorin lines, and gauge conversion work on Mayiladuthurai-Karaikudi and Thiruthurai-Poondi-Agasthiampalli lines must be sanctioned. Agasthiampalli is also known as Vedaranyam where salt Satyagraha movement took place. A lot of salt is exported from here. This is an important project.

Coimbatore is an important textile centre of India. People here are suffering badly because of non-completion of over-bridge work in Ondipudur for a long time. This work has to be completed at the earliest.

There is a proposal to widen the railway gate near Hopes College in Coimbatore town. The State Government has already allocated Rs.3.5 crores for this work but the work is yet to be started. I would request the hon. Minister to sanction this work as early as possible.

I would like to thank the hon. Minister of Railways for sanctioning 100 community halls throughout the country for railway employees. One such community hall must be sanctioned in my Constituency and it should be constructed in Palani town.

Oddanchatram is an important town in my Palani Constituency where Gandhi Nagar is on the other side of the railway land with nearly 25,000 people residing there. They are reaching their houses from NH-209 through the railway land only. A proposal is pending to lease out a portion of the land for the purpose of construction of a road. I request the hon. Minister to sanction this lease keeping in view the welfare of Gandhi Nagar people.

I once again thank the hon. Minister for sanctioning this year at least a few projects for Tamil Nadu. Thank you.

Dindigul-Palani-Udumalpet-Pollachi-Palaghat and Pollachi-Coimbatore gauge conversion work is a long pending demand of the public. Palani is a holy place and abode of Lord Karthik. A large number of devotees are coming to this temple throughout the country. The hon. Minister announced to include this project in this Budget. I would request the hon. Minister to include this project and allocate necessary fund to complete the gauge conversion work. In my constituency, Nandavanappatty is one of the wards in Ayakudi Special Village Panchayat. In between Nandavanappatty and NH 209, there is a railway line. Through the railway line only people are reaching their dwelling houses. Now the Southern Railway has put a gate and locket. People are suffering. I would request the hon. Minister to pass an order to open the gate for road traffic and help the public of Nandavanappatty village.

[Translation]

*SHRI HITEN BARMAN (Cooch Behar): Hon'ble Chairman, Sir, on behalf of my Party, All India Forward Block, I support the Railway Budget presented by the Hon'ble Railway Minister Shri Lalu Prasad Yadav but I would like to draw the attention of Hon'ble Minister to a few points. I represent somewhat a very backward area of West Bengal. Approximately 2 crores of people stay in the six districts of that region which is surrounded by Nepal, Bhutan and Bangladesh. The socio-economic condition of the area is very poor. Since Independence, this part of the State has been neglected in every Budget. Same is the case in this year's Railway Budget. For instance, Hon'ble

*...This part of speech was laid on the Table.

* Translation of the speech originally delivered in Bengali.

[Shri Hiten Barman]

Minister has introduced new trains to connect big cities like Kolkata-Delhi-Mumbai, but there is no proposal to introduce new trains in this route. No time limit has been fixed to complete the pending projects; nor is there any enhancement in the budgetary allocation. New Jalpaiguri - New Bongaigaon meter-gauge line will be converted into broad-gauge and Alipurduar Bamanhat line will be inaugurated as branch line in March, 2006. But the work is still pending. We do not even know as to when it will be completed. The survey work of doubling the New Jalpaiguri-Cooch Behar line was started a year ago but it is yet to be finished. As a result the Assam-bound trains are not being able to reach their destinations in time.

In the last Budget Rs. 50,000/- was allocated for the survey work of Haldibari-Mekhliganj track but the work is yet to be undertaken. The allocation for Mainaguri-Jogikhaba track has been brought down to Rs.35 crores from Rs.50 crores, and nothing has been said about its completion date. I urge upon the Minister to allocate more funds for the pending projects and to adopt time-bound measures.

Secondly, three places of my constituency Cooch Behar viz. Bamanhat, Changrabanda and Haldibari – were connected to Bangladesh in the pre-Independence era also. As of now this railway line remains disconnected. According to the SAARC treaty, the international trade among Bhutan, India and Bangladesh is being carried out through Changrabanda checkpoint, by road. However, the distance between the Indian Railway Station Changrabanda and Bangladesh Railway Station Burimari is only 500 yards. If this distance is covered by rail network, then the area will be highly developed. The people of Cooch Behar will then be able to reach Kolkata in just 8 hours.

I would like to put forth certain proposals now. Sealdah-Alipurduar Superfast train should be introduced; North Bengal Express that runs thrice a week now should be made a daily train; New Jalpaiguri-New Cooch Behar Inter-city Express should be introduced; the Railway Department should also give permission to the State Government to build a market complex in the area earmarked for this purpose in Jalpaiguri Railway Station.

With these words I conclude.

[English]

SHRI A.V. BELLARMIN (Nagercoil): Sir, I thank you for giving me an opportunity to speak on the Railway

Budget for the year 2006-07. I would like to put on record the appreciative measures initiated by the hon. Railway Minister to have presented the Budget before the House for the third consecutive time without increasing the fares. Even the passengers who prefer flight services shall be attracted towards railways. Our Railway Minister has set up a record by way of extending railway concession facility to the tune of 50 per cent to farmers and milk producers who may be going to attend training programmes to different parts of the country. The Budget also spells out the efforts on the part of the Railways to increase passenger amenities. I earnestly and sincerely place on record my appreciation for the pro-people measures by the Ministers of Railways, Shri Lalu ji and Shri Veluji.

At this juncture, I would like to give a word of caution also to the Railway Minister that we should not go in for privatisation in various services pertaining to the operation of our Railways. I would like to remind the hon. Railway Minister of his promise before this august House that he would not go in for privatisation. At that point of time, the people of the country were very happy with those announcements. Now, I would like to point out that privatisation is sought to be resorted to in certain services. These announcements by the Railway Minister come in the way of the commitment and the joy he gave us earlier.

Judging the efficient railway operation as a better utility service does not merely rest with verification of income and expenditure. Profit and loss account is not important. Railways continue to remain the biggest employer in the country. Ensuring connectivity, ameliorating poverty and taking to its employees the welfare measures thereby to the public at large must continue to be the guiding principles of railways. So, I urge upon the Railway Minister to ensure that employment generation and creating job opportunities and avoiding ban on recruitment always remain a top priority.

Kashmir to Kanyakumari, the country is one. Kanyakumari is at the Southern tip of the country. It needs to be well connected with the rest of the country. Hence, I urge upon the Railway Minister to attach more importance to Kanyakumari and see that many important trains originate from there to more destinations. I would like to point out that this year's Budget does not spell out any arrangement or steps in this regard. In order to give a face lift to the railway stations in both Kanyakumari and Nagercoil, infrastructure facilities need augmentation. Lengthy platforms, stabling lines, pit lines, modern signal system are not there as such. Hence, the railway staff

there are handicapped to handle even the minimum number of trains that are being operated from there. While heeding to the suggestion and while going in for adding on to the infrastructure in both the Nagercoil and Kanyakumari stations, as a part of it, he must also establish Parvathipuram Railway Station and all these are included in this Budget. The electrification work that is to be taken up right up to Thiruvananthapuram, must be extended up to Kanyakumari.

I would like to point out that the route Trivandrum-Chennai via Kanyakumari is a popular one attracting more passengers, earning more revenue for the Railways. Now, through this Budget, a new train is sought to be introduced. Considering the need of the people from tourism and pilgrimage point of view, this train may be made a daily express train. He must also take into consideration a large rush for this train service almost every time. Trivandrum-Chennai via Kanyakumari railway route must also be made a double line route so that more trains and also freight services are effectively handled in this section. The aspirations of the people can also be met while increasing the revenues for the railways in a remunerative way. Between Madurai and Tuticorin, survey has been completed in March last to find out the feasibility for doubling work in that section. I request the Minister to go in for that project at the earliest. Currently, the doubling work pertaining to Madurai-Dindigul is on. The pending doubling work pertaining to Villupuram-Dindigul section and Madurai-Kanyakumari section may also be taken up considering the prospects in the better revenues for the railways. At this point of time, I would also urge upon the Railway Minister to commence, the proposed Palliadi and Panakkudi level-crossing work immediately.

MR. CHAIRMAN: You can lay your speech.

SHRI A. V. BELLARMIN: I may be permitted to lay the remaining portion of my speech.

*From Kanyakumari, New Trains may be introduced to go to Coimbatore and Bangalore. Kottayam passenger should be restored as before Kanyakumari Tiruchendur, Tuticorin, Rameshwaram, Nagapattinam and Velankanni may be linked by a new coastal Railway route and new lines may be laid for this purpose.

Gauge conversion work is on in several places for more than a decade now. It is yet to be completed in Tamilnadu. Of all the pending length of meter-gauge

section in Tamilnadu, only a small length is to be converted as a broad-gauge railway line in this financial year. Considering the backlog and the small length taken up this year, it appears total gauge conversion in Tamilnadu may take more than 10 years from now.

I would like to welcome the announcement by the Hon'ble Railway Minister to go in for electrification of Villupuram-Tiruchi section. Even after going in for this electrification, it would be much less than the national average of 27 per cent found in every State. Tamilnadu has got only 25 per cent as of now. Hence, I urge upon the Railway Minister to take up the electrification of Tiruchi-Kanyakumari section also.

In order to ensure quality in service and to nip into the bud certain mishandling of affairs, vigilance officers are put on duty from among the railway personnel to ensure better quality service. Such vigilance officers can be drawn from other services also. Thrift methods and conservation techniques can help railways to augment revenues. I would like to appreciate the efforts on the parts of the Railway Minister to recycle the scrap metals available in plenty. I would like to impress upon the Railway Minister to go in for this with a campaign to collect such scrap material available in many stations and along with tracks all over the country.

It is heartening to note that enough measures are on the anvil to upgrade safety and security in the operations of the Railways. In order to enhance the quality on safety and security, you must regulate the working hours of the running staff like the Drivers and Security and Safety personnel. They must be provided with adequate number of rest rooms, enough steps must be taken to fill the vacant posts as and when they arise. Modern signalling system must be installed all over.

In order to benefit the Railway employees, working in Kanyakumari section and in order to ensure medical facilities within the district, Referral hospital may kindly be established there.

There is a long pending demand even now from those employees or from those labourers, who were engaged in the railway construction and rail line laying works, to appoint them as regular employees. I request the Hon'ble Minister to look into and give them permanent employment.

Porters and good handling workers on contract basis

*... This part of the speech was laid on the Table.

[Shri A. V. Bellarmin]

must be provided with certain basic amenities like licence badges, guaranteed minimum wages and other available benefits to such employees.

Railway personnel must have recognised trade unions as democratic bodies with permitted balloting methods in the democratic process of elections. They must have secret polling rights.

Extending my support to this year's Budget, let me conclude my speech.*

*SHRI MANJUNATH KUNNUR (Dharwad South): Sir, at the outset, thank you very much for giving me an opportunity to lay my speech on the Railway Budget. I would make a few points concerning my parliamentary constituency and my state of Karnataka.

I would like to state here that this is the third time I am participating in the debate on railway Budget. I have been insisting on the construction of RoB in Haveri Railway Station at 395.60 km. But so far this project has not been taken up. In this regard, the hon. Minister of State for Railways, Shri Velu has informed me that he had already instructed the General Manager, South Western Railway, Hubli personally. But the official authorities have not taken into consideration this issue seriously so far. The only thing which they have done is that they had asked their subordinate engineers and DRM, Mysore to look into the matter.

Related to the above, I would like to state that there is one RuB near Haveri Railway Station. Though the opinion of the Railways is that there is a need to construct RoB, as they had already constructed RuB, the Department is not in a position to spend the entire amount for the construction of RoB project. In fact, the General Manager, south Western Railway, Hubli has informed me over phone that this is the status. But I would like to assert here that this is the mistake of the Railway authorities totally. In 1996, this line was hurriedly converted from meter gauge to the broad gauge. At that point of time, RuB was constructed at a far away place from the Haveri Railway Station by breaking the way of railway level crossing from Hanagal to Havanur via Haveri State Highway. They have not constructed where it was required and it is not technically feasible. To be precise, they have deviated from the place where it is required with the result water is stagnating in RuB. It has become very difficult for the people using this RuB.

I would like to state here that Haveri is a District Headquarters and in rainy season, no vehicle can pass through this RuB. Iron Ore and Manganese carrying vehicles ply in this RuB. A number of farmers tractors, carts, vehicles bring food grains. There is also a APMC Yard by the side of the Haveri Railway Station. It has put the farmers in great difficult. Moreover, there is a great demand form Haveri Town for the last 10 years. Since the conversion of meter guage into broad guage or construction of RuB, general public too are put to inconvenience. This matter has been raised by me early twice. This is the third time. Public were agitating and lodged a number of complaints but no action has been initiated to resolve the suffering of the public and farmers.

As stated earlier, a mistake has been committed by the Railway authorities in constructing RuB far away form where it is required. Hence, I would request the hon. Minister to construct RoB at Haveri Railway Station as there is an absolute necessity to construct a RoB at Haveri Railway Station, which is a District Headquarters. On behalf of the Government of Karnataka I would like to assure that it would provide 50% has to be borne by the Railway authorities. I would request the hon. Minister to give top priority for this project.

Secondly, there is a need to construct a RoB at Haveri Railway Station. Last year, it was learnt that this project was sanctioned, but no construction work has been taken up so far. Hence, I would like to request the hon. Minister to take up the work immediately as Haveri is a District Headquarters. At present, there is no shelter for those who want to cross from platform to another at the track. It has been creating a lot of hurdles, particularly for the children and elders when they want to cross over.

Thirdly, rising of platform in Yalivigi Railway Station, which is situated in Sevanur Taluk Headquarters. There is also a demand for rising of the platform in Gudagiri Railway Station in Kundagol Taluka. I hope, the hon. Minister would consider these two demands of the people of my parliamentary constituency.

Fourthly, a demand for the stoppage of Dharwad-Mysore Train at Yalavigi and Byadagi Railway Stations is pending for a long time. By announcing stoppages at these two important places, Railways would earn more revenue as Byadagi is an international chilli marketing centre and crores worth of chillies are exported every day from Byadagi.

* The speech was laid on the Table.

Fifthly, there is also a demand for the construction of RoB at Ranebennur. This demand is a long pending demand. I urge the hon. Minister to consider this request on a war-footing.

I would like to bring to the notice of the hon. Minister that the general Manager, South Western Railway has called a meeting in Mysore on 18.02.2006 but the same was postponed. In fact, the officials have not conducted any meeting with the MPs to know the problems of the respective constituencies. Henceforth, at least once or twice a year, a meeting with the officials should be called before the presentation of the Railway Budget as it would help the MPs to highlight the problems being faced by the people of their respective constituencies.

Sir, the South Western Railway Headquarters is situated at Hubli but the Divisional Railway Manager (DRM) office is located at Mysore. Here is a huge distance of about 400 kms between these two places. In this regard, my considered opinion is that Haveri district from Hubli to Harihar may please be included under the jurisdiction of DRM at Hubli by bifurcation it from Mysore as the present set up is creating a lot of inconvenience not only to the administration but also to the general public.

A railway line between Ankola Railway Station and Hubli has been sanctioned long back but the work is yet to start. My fervent request is that this project should be taken up at right earnest.

Same is the case with Gadag and Sholapur. Hence, I would request the hon. Minister to take this project too and implement them.

There is a demand for the introduction of the railway service connecting Gadag-Sholapur-Kumatat via Bankapur crossing which is on NH-4 in the Western Ghats through the coastal area. New survey should be conducted for this purpose.

As the august House and the hon. Minister is aware, Varanasi is known for the temple of Kasi Viswanath. Many South Indians, particularly from Karnataka, visit Varanasi all through the year on Yatra or pilgrimage. People of Karnataka have been demanding again and again to start a new train from Varanasi to Bangalore via Hubli. As it is the genuine demands of the large section of the people of Karnataka, I hope the hon. Minister would introduce a train from Varanasi to Bangalore via Hubli immediately.

I represent the State of Karnataka. The amount

provided for Karnataka in the Railway Budget is insufficient in terms of volumes and area.

There are a number of backward areas in my State, Karnataka where the need for taking the railway network is essential. If the hon. Minister is really interested in helping the poor and neglected sections of society, he should increase the network, not only in my State, in particular, but in other States as well, in general.

I conclude my speech with the hope that the hon. Minister of Railways would give topmost priority to the problems mentioned by me in my speech as they are long-pending issues concerning the genuine demands of the people of my constituency and implement it as early as possible. Thank you very much.

Bangalore-Chennai route is double between Chennai and Jolarpet only. The other half of the route i.e. between Bangalore and Jolarpet is only a single line. The trains which come from New Delhi i.e. Karnataka Express and Rajdhani Express run on double line all the way but as soon as they enter Karnataka State they have only a single line. What a contrast?

The Hon'ble Minister has ordered to re-route the 2649/2650 Karnataka Samparka Kranti Express to run via Itarsi, Manmad, Pune, Hubli, Arasikere, Yeshwantpur twice a week. This will not cater to the needs of the people of Karnataka. I request him to make this a daily train as there is heavy rush on this route.

Setting up of South western Railway Zone is another very old demand of the people of Karnataka. We are urging the Union Government for the last 15 years to set up this Zone at Hubli. The total amount required for this purpose is Rs. 86 crores. This Budget has provided Rs.12.2 crores only. At this rate it will take another two decades to set up this South Western Zone at Hubli. This will be opposed by the people of Karnataka. They want this Zone to be set up immediately. Hence, I appeal to Shri Laluji to release the remaining Rs. 78.8 crores without any farther delay. I would also like to caution the Hon'ble Minister that if this amount is not released forthwith, then the people of Karnataka have already planned to take up RAIL ROKO and DELHI CHALO and the situation in Karnataka particularly in Northern Karnataka will go out of control.

The Father of our Nation, Mahatma Gandhi did what he said but, our Railway Minister Shri Laluji said when Gandhiji did. He speaks very well. Now he has to

[Shri Manjunath Kunnur]

concentrate on deeds and help the State like Karnataka be removing the imbalance which is prevailing there for the last several decades.

For this purpose I put forth the following urgent, genuine, justifiable and very long pending demands of the people of Karnataka.

- (1) Start construction work of Bangalore Metro Railway immediately.
- (2) Let there not be any more delay in setting up South Western Railway Zone at Hubli.
- (3) Nizamuddin-Yeshwantpur Samparka Kranti Express should be made to run as a daily.
- (4) Long pending Electrification work in Karnataka along with Track Doubling should be expedited very soon.
- (5) Allocate Sufficient or at least substantial amounts to the ongoing Railway projects in Karnataka instead of sanctioning a meagre Nam-Ka-Vaste amount like one lakh, two lakhs etc.

I wish and expect the Hon'ble Minister to respond positively to the above points and do justice to the people of Karnataka by removing imbalance which persisted in the State for a long time.

I thank you Sir, for giving me an opportunity to speak and with these words I conclude my speech.

*SHRI PRALHAD JOSHI (Dharwad North): Respected Sir, I come from one of such States which always had the bitter taste of neglect and discrimination in the development of Railway infrastructure and facilities i.e., Karnataka.

At the very outset I must say that for the first time the Rail Minister who till now had mask of Pro-rural India and Pro-poor changed to look more urban and plaza political one. Perhaps quite successfully exercises by his colleague Finance Minister.

For the first time he has started speaking about cyber cafes, ATMs fast food joints and food plazas and being metamorphosed from Khadi for Railway staff and earthen,

Tea cups to silicon language based avatar. It is really good development in so far as it is unfolding a real Laluji to the shagrin of equally hypo-critic left parties.

What made the Railway Minister to switch over to this sudden change only my left party colleagues to dig in constructively instead of giving out a futile threats like they could vote against this budget if the government doesn't budge their pressure.

I quite oftenly has been telling and again repeat that the Indian Railways is not just a biggest public enterprises carrying goods and people from one place to another and creator of assets. It is rather a symbol and reflection of socio-economic and cultural edifice of the nation.

This august house is well aware that no other fabric brought out a socio-economic revolution in the country as the Railways did during the last 50 years.

I have been observing the Railway Budgets still my school days every year there used to be hike in the passenger and freight fares and tariffs. I understand the compulsions also which were pragmatic and were to be reflected in from one budget to another.

As I have said earlier the Indian Railways is the symbol of socio economic and cultural messiah is more reflected in its gigantic functioning with as many as Rs. 1.50 Crores passenger travelling across the total track length of 65,000 KMs in as many as 14,000 trains. About 2.30 Lakh wagons carrying every day 1.30 million tones of goods.

Today the Railway Minister is claiming with this year's budget the plan outlay has touched its new ever highest of Rs. 23,475/- crores though he failed to explain convincingly where from and how this huge funds are mobilized. About Rs. 4100/- crores is said to be arranged from market borrowing but details are yet to be supplied A huge Rs. 7500/- crores to be supported by central exchequer. Out of Rs. 23,475/- Crores record plan outlay the Railway Minister has said the internally generated funds come to Rs. 10794 Crores, which is far less than even 50% of the total outlay not in good terms of real economy. The Railway Minister has claimed that this additional source will be mainly by increasing volumes of freight and passenger traffic with a reducing the unit cost. It is also said this can be achieved by increasing loading ratio per bogie from 4 to 8 tonnes and by this Rs. 5000/- Crores is said to be generated. But here nothing is said about the improvement in the

* The speech was laid on the Table.

infrastructure like sustainability of tracks etc. If internally generated resources to be compared with outside resources like budgetary support from the central exchequer the ratio does not make good economic sense. The Railway Minister has also talked about generating resources by increasing the number of bogies to 190 popular passenger trains to compete the road transport. He has also much talked about the much competition. I don't understand with whom he is competing. Let it be elaborated. By increasing No. of bogies in the passenger trains and reduce in the AC Class fares, in what sense the Railway is giving quality service to the common people. Here I would like to suggest instead of talking about reducing the unit cost the efficiency of the railway should be improved by striking a balance in the fares and volume to increase the revenues.

Growth of Railway: About 85% existing Railway network was inherited by British. The total route length was 53596 Km during Independence. But from 1951 to 2002-03 another about 9544 route length was added to the length network which means the British were able to built about 54000 Kms lines in about 75 years with Independent India could be able to build a meagre 9000Km in 55 years. Here the only question I would like to ask Hon'ble Railway Minister is how he is going to reconcile the idea of reducing unit cost without bringing improvement in the sustainability and quality of mainly tracks and other infrastructure. The Railway Minister owes an explanation to the nation.

Railway Minister talks much about the reduction of fares in AC and other 1st class traveling. But what about the general class passengers the rural and poorer classes to commensurate the spending by the Govt. exchequer i.e., Rs. 7500 Crores.

Much is talked about the safety of passengers in terms of RPF giving protection. But the Budget is fully lost the sight in addressing the safety of the Rail journey i.e., providing an accident free traveling.

There have been series of accidents ever since Laluji took over the reigns of Indian Railways. But the Rail Minister has been successfully covering this inefficient part of the Railways by his ever-increasing popular sops. There is nothing in the Budget, which takes care of this important aspect. He cannot just wash his hands just by saying more RPF force be deployed for the trains.

There is no meaning in Lalu's boasting of a record

plan outlay of Rs. 23,000 crores if these things continue to happen which naturally are the apprehensions given the kind management in the railways.

Laluji has talked much about the cyber cafes, ATMs, fast food joints and food plazas meant to be for AC traveling public. But what about the sanitation, the neatness, cleanliness a well attended coaches by Railway staff. The bogies run out of supply of water before the half way of journeys with the couch attendants and TTEs couch conductors sleeping as comfortably as the passengers emboldening the rats and cockroaches reigning the coaches even challenging the passengers to take them on even in AC and 1st class coaches. It would be better I suggest if the Railway Minister can use his ingenious mind to fight these cockroaches and rats in Railway bogies, instead of ATMs, Food plazas, cyber cafes.

Karnataka in Budget: The story of Karnataka especially its northern parts continue to be the story of missed opportunity in all respects.

Karnataka needs for completion of all its ongoing Railway projects like gauge conversions, new lines and doubling of the tracks about Rs. 3400 crores but a microscopic 200 crores is allocated is self explanatory.

There is nothing in it, which even encourages the people to hope for the better. A routine funding has been made as in the past reflecting nothing constructive.

Hubli Ankola a dream project has been again let down with only a eye wash of 10 crores earmarked. No political will is reflected in assuring the people of the area that this project will be a reality in days to come. It is with great indignation I have to say that the Railways is literally playing with the emotions and aspirations of the people with regard to this project I ask Hon'ble Laluji what constructive steps he has taken to get the approval of the Environment Ministry for this project after it was rejected on some grounds in 2004. The gauge conversion project of Sholapur-Gadag tells the same story, with Railway washing hands by earmarking Rs. 20 crores where as there is nothing about the cost escalation. I urge the Railway Ministry to complete this work without speaking about the cost sharing by Govt. of Karnataka.

Out of total 55 new trains figured in the budget the State gets alms like three new trains with once again discarding the demands from north Karnataka parts for new Mumbai and Bangalore trains. In all there is no

[Shri Manjunath Kunnur]

commitment in the budget about the completion of most of the ongoing projects. No reference about the new lines, doubling of Bangalore. Tumkur-Hubli, Vasco Talguppa which is to be in the offing for Manganese transportations and also connecting west coast with the inter land.

I am constrained to say in the above background that this budget is giving only rosy pictures of the Indian Railway. Till last two years the Railways run deficit but how come this year Rs. 11,000/- crores surplus. It is too good to be true, either it must be a window dressing of it or the Govt. is very trick fully hiding something!..... if the picture given is true I am happy and tell us only how it is possible, without there being a magic band.

Otherwise, I have to say on the lines of "Beware of ides of March" in the Julius caesar drama by Shakespear like "Beware of guiles of Lalu". More addressed to my left parties colleagues.

As far as Karnataka is concerned the total allocation requires for ongoing projects of new lines gauge conversions and line doubling is about 3600 while as a microscopic 202 crores is attached. If this meager allocation continues we need 20 years to accomplice all targets set. The details can be seen in the Railway Budget Speech.

I would also like bring it notice of Hon'ble Railway Minister that one Railway Computerised Reservation

Counter has been proposed at Hubli (in Between city of Hubli-Dharwad) Karnataka. The proposal is pending from last one year. The decision in such small issue be taken at the earliest. Otherwise people will be put to hardship.

[Translation]

SHRI NIKHIL KUMAR CHAUDHARY (Katihar): Mr. Chairman Sir, I would elaborate point-wise on the Railway-Budget, 2006-07. Laluji is our Minister of Railways and hails from Bihar. I offer him my best wishes. He has come up with new experiments to attain success. He has declared 2006-07 as year of service with smile, but has not given me any reason to. I met him from Katihar. ...*(Interrup-tions)*

[English]

MR. CHAIRMAN: You may continue your speech tomorrow. Now, please be seated.

SHRI NIKHIL KUMAR CHAUDHARY: Thank you, Sir.

MR. CHAIRMAN: There will be no 'Zero Hour' today.

The House now stands adjourned to meet again at 11.00 a.m. tomorrow.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 2, 2006/Phalgun 11, 1927 (Saka).

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