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31 Asadha, 1936 (Saka)

PARLIAMENTARY DEBATES
RAJYA SABHA
OFFICIAL REPORT
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[P.T.O.]

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RAJYA SABHA

Tuesday, the 22nd July, 2014/31st Asadha, 1936 (Saka)

The House met at eleven of the clock,

MR. CHAIRMAN *in the Chair.*

SOME POINTS RAISED

MR. CHAIRMAN: Question No. 201. ...*(Interruptions)*...

DR. V. MAITREYAN (Tamil Nadu): Sir, the then Law Minister in the UPA Government. ...*(Interruptions)*...

MR. CHAIRMAN: No, Dr. Maitreyan, please. ...*(Interruptions)*... No showing of newspapers. ...*(Interruptions)*... No showing of newspapers. ...*(Interruptions)*... No, no, please. ...*(Interruptions)*... What is this? ...*(Interruptions)*... What is this? ...*(Interruptions)*...

DR. V. MAITREYAN: He was the Law Minister in the UPA Government and he has gone on record that indeed there was pressure. ...*(Interruptions)*...

SHRIMATI KANIMOZHI (Tamil Nadu): Sir, how can he...*(Interruptions)*...

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, ...*(Interruptions)*...

DR. V. MATIREYAN: This should be enquired into. ...*(Interruptions)*...

MR. CHAIRMAN: Please don't display banners or newspapers. ...*(Interruptions)*...

सरदार सुखदेव सिंह ढिंडसा (पंजाब) : सर, मैं एक विषय के ऊपर आपका ध्यान दिलाना चाहता हूँ। ...*(व्यवधान)*...

MR. CHAIRMAN: Zero Hour. Zero Hour. ...*(Interruptions)*... Zero Hour. ...*(Interruptions)*... No, no. ...*(Interruptions)*... Please. ...*(Interruptions)*... आप यह क्या कर रहे हैं? ...*(व्यवधान)*...

SHRI TIRUCHI SIVA: Sir, this...*(Interruptions)*...

DR. V. MAITREYAN: We want it to be enquired. ...*(Interruptions)*...

SHRIMATI KANIMOZHI: Sir, he...*(Interruptions)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*... Dr. Maitreyan, please don't do this. ...*(Interruptions)*...

DR. V. MAITREYAN: Let them come clean on this. ...*(Interruptions)*...

SHRI TIRUCHI SIVA: No, Sir. The issue ...*(Interruptions)*...

SHRIMATI KANIMOZHI: Sir, how can he...*(Interruptions)*...

MR. CHAIRMAN: This is Question Hour. No other subject will be taken up. ...*(Interruptions)*...

DR. V. MAITREYAN: Let them come and say...*(Interruptions)*...

MR. CHAIRMAN: Address the Chair and not ...*(Interruptions)*... The House is adjourned for ten minutes.

The House then adjourned at two minutes past eleven of the clock.

The House re-assembled at twelve minutes past eleven of the clock,

MR. CHAIRMAN *in the Chair*

ORAL ANSWERS TO QUESTIONS

MR. CHAIRMAN: Question No. 201. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... Question No. 201 ...*(Interruptions)*... Question No. 201. ...*(Interruptions)*... Supplementary, please. ...*(Interruptions)*...

Decline in value of PSUs

*201. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of FINANCE be pleased to state :

(a) whether Government is aware that lakhs of crores of public money is locked up as investments in Public Sector Units (PSUs) which are now suffering heavy losses; and

(b) if so, the steps that Government proposes to take to address this decline in the value of PSUs, as this amounts to losses in public investments?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) As per Public Enterprises Survey 2012-13, there are 79 Central Public Sector Enterprises (CPSEs) which have incurred losses, out of which 49 CPSEs are sick. The

total investment (equity + long term loan) made in these 79 CPSEs is ₹ 1,57,211.80 crore.

(b) Government of India have constituted the Board for Reconstruction of Public Sector Enterprises (BRPSE) *vide* Resolution dated 6th December, 2004 as an advisory body to address the task of strengthening, modernization, reviving, and restructuring of Central Public Sector Enterprises (CPSEs) and advise the Government on strategies, measures and schemes related to them. On the recommendations of BRPSE, the Government/ holding companies have approved revival of 48 CPSEs as on 30.6.2014 envisaging a total assistance of ₹ 40,937 crore (cash assistance of ₹ 10,946 crore in the form of infusion of funds, and non cash assistance of ₹ 29,997 crore in the form of waivers/write offs of interest/loans, conversion of loans into equity, etc.). Further, to enhance performance of the CPSEs and also promote accountability, DPE facilitates the signing of Memorandum of Understanding (MoU) between the CPSEs and the Government.

SHRI RAJEEV CHANDRASEKHAR : Sir, lacs of crores of taxpayers' public money has been invested in the public sector units around the country. ...*(Interruptions)*... As per the reply, ₹ 1,57,211.80 crore have been invested in the sick PSUs only. ...*(Interruptions)*... But there is hardly any discussion in Parliament or otherwise about the performance and mismanagement of these PSUs, except in the CoPU and other Committees of Parliament. ...*(Interruptions)*... There is no transparency and debate about these huge amounts of public investments and how they are being mismanaged. ...*(Interruptions)*... And, the answer to my question does not reveal any change in approach *vis-a-vis* capitalizing sick PSUs. ...*(Interruptions)*... Does the Government believe in blindly investing taxpayers' and public money into the PSUs without any restructuring or change in the sick PSUs? ...*(Interruptions)*... This amounts to diverging from ...*(Interruptions)*... what strict pre-conditions does the Finance Minister propose before further public money is invested into sick PSUs to ensure that no more money is pumped into further losses? ...*(Interruptions)*...

SHRI ARUN JAITLEY: Sir, the answer has been given on the basis of a Bureau's report, which was set up by the previous Government. ...*(Interruptions)*... The Bureau went into the question of assistance to the PSUs. ...*(Interruptions)*... Now, the Bureau has given a detailed report on the basis of which a large number of PSUs got Central assistance from the budgetary grants and some of them could not. Only a few of them, 19 of them, have turned around and became profit-making. The rest of them are still

loss-making. The present Government will take a detailed view in the matter, keeping in mind the suggestions, made by the hon. Member, with regard to the functioning of these PSUs.

SHRI RAJEEV CHANDRASEKHAR: Sir, my second supplementary is this: Will the Finance Minister please share what the Government's approach to managing these PSUs and investments will be in the future, as different from the previous Governments, like, perhaps a holding company for all public investments?

SHRI ARUN JAITLEY: Sir, with regard to the structure the hon. Member is suggesting, whether they function alone or they function collectively under a holding company, I do not think that itself is going to make a difference. We have to ensure that these PSUs, which have a very large number of employees and where a large amount of public investment is stuck, learn to function and their management has the capacity to function in a competitive environment, because they are competing in the same field with other private sector companies. And, unless they can function in that competitive environment, it may become very difficult for them to really survive in that environment.

SHRI P. BHATTACHARYA: Sir, we have seen that the Government is going to take certain measures to improve the working of the PSUs. That is fine, but would the Minister tell us how they would like to run the PSUs? In so many cases we have seen that people retired from the IAS or State Administration are running the PSUs and they have no intention of running these PSUs well. On the contrary, they are misusing their powers. They have no technical knowledge. I have seen so many cases in West Bengal and other parts of the country where the PSUs are sick due to bad management and labour troubles. What steps is the Government thinking of taking to put in place proper technocrats so that they can run the PSUs properly?

SHRI ARUN JAITLEY: Sir, the functioning of each of these PSUs is really in relation to the concerned department of the Government under whose jurisdiction they fall. There is no single department which runs them, because it depends on which field of activity they are in. So, they relate to that department. But I do agree with the hon. Member here. As I said, this reply has been given on the basis of the report of the Bureau that was set up by the UPA Government, which went into the functioning of these PSUs and tried to revive some of these PSUs. There are 79 of them which are completely loss-making and 19 of them have turned around. Therefore, the management of these PSUs has to be professionalized. It has to be run by people who know how to run businesses. These PSUs will have to be run like businesses, because we are running them in a competitive environment. They can't be run as a department of the Government. They are no longer functioning in a monopoly area, where people go and buy their products irrespective of

whether they are competitive or not. So, the management will have to tune itself to a complete market economy and a competitive environment.

SHRI TAPAN KUMAR SEN: Mr. Chairman, Sir, in the reply it has been said that approval for revival of 48 CPSEs has been granted. There are many more PSUs, whose products are hotly traded in the markets, like switchgear, tyers, etc. There are a number of PSUs for whom BRPSE has issued the winding-up orders. The basic reason is not understandable, because those PSUs have enough revival potential. If a proper investment of capital is made, they can revive and earn regularly for the public exchequer in a big way. Now, investment of public money in PSUs is definitely a problem, but public sector, as a whole, in our country generates a huge surplus, which could be harnessed in reviving these sick PSUs. I would like to draw particular attention to the fact that instead of going in for disinvesting in those areas — in his Budget Speech, the Finance Minister has said that...

MR. CHAIRMAN: Question please.

SHRI TAPAN KUMAR SEN: He had said that during the last one year, PSUs as a whole had made a capital investment of ₹ 2,47,000 crore in the economy, which has kept the national economy afloat. That was the investment made for one year.

MR. CHAIRMAN: What is the question?

SHRI TAPAN KUMAR SEN: Sir, my point is that they are generating for themselves. My question is, whether the Finance Minister or the concerned Ministry of the Government as a whole should seriously consider the revival of all the sick PSUs through capital investment, particularly which is having a good market and having good efficiency like Tire Corporation of India, Hindustan Cables, Biecco Lawrie etc.... *(Interruptions)*... I would like to know whether you are considering revival of them using the huge reserve and surplus which is to the tune of ₹6 lakh crores.

SHRI ARUN JAITLEY: Sir, there are PSUs and PSUs. Therefore, when my learned friend says that all PSUs must collectively be seen, there are oil PSUs, there are gas PSUs and, therefore, there are PSUs which function in the manufacturing sector. There are several defence PSUs some of which are functioning well. Therefore, you cannot club PSUs as a whole to say that this is a whole class; everybody is functioning badly or everybody is functioning well. You have to look at it from PSU to PSU. The hon. Member in this House must keep in mind that these are the 79 PSUs we are dealing with which have become, over a period of time, loss making. The total amount of public

investment which is stuck in these PSUs is quite large. It is ₹ 1,57,000 crores or so. Now, a large number of their loans, over ₹ 40,000 crores, have been written off in the books. Over ₹ 10,000 crores from the Budget have been physically pumped into to make them going. And if you see their performance, the revival and restructuring package has been made in 31 of them,; 7 of them are going to be revived through a joint venture or a disinvestment process; revival through merger with other PSUs is applicable to 7 of them. There is another proposal, which the hon. Member, Shri Rajeev Chandrasekhar, just asked, by giving them to a holding company, in relation to 3 of them. Now, there are 4 of them which are incapable of revival and, therefore, in regard to them you may have to take an extreme step of winding up because they cannot be revived. The decision, therefore, as to what is to be done with each one of them will have to be PSU specific. A very large number of them are already in the BIFR itself and, therefore, efforts are being made to have rehabilitation schemes through the BIFR.

श्री विजय गोयल : सर, लगातार हम सुनते आए हैं कि पी.एस.यूज. ज्यादातर लॉसेज में चल रहे हैं या सिक हैं, जैसा मंत्री जी ने भी बताया कि 79 लॉसेज में हैं और 49 सिक हैं। मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि टोटल पी.एस.यूज. कितने हैं और एक पी.एस.यू. में एक चेयरमैन होता है, वह सिक होती है, वह लॉसेज में जाती है, तो उसके बाद ही चेयरमैन दूसरी पी.एस.यू. में चला जाता है तो मंत्री जी यह बताने की कृपा करें कि क्या एकान्तेबिलिटी फिक्स की गई है? कितने लोगों को पनिश किया गया है, सैक किया गया है? क्या इसी तरह से यह क्रम चलेगा? दूसरा सवाल यह है कि ...(व्यवधान)...

श्री सभापति : आप एक सवाल पूछिए।

श्री विजय गोयल: कितने पी.एस.यूज. को disinvest करने वाले हैं और कितने को क्लोज डाउन करने वाले हैं?

MR. CHAIRMAN: Please answer one part of the question.

श्री अरुण जेटली : सर, मैंने अभी माननीय सदस्य तपन सेन जी के प्रश्न के उत्तर में कहा कि इस वक्त Disinvestment और joint venture के माध्यम से सात पी.सी.यूज. का revival हो रहा है, क्योंकि प्राथमिकता यह है कि वहां जो पूंजी लगी हुई है, वहां जो कर्मचारी काम कर रहे हैं, वे अपने रोजगार से बाहर न जाएं, इसलिए किसी तरीके से वे लोग revive हो पाएं। इसी प्रकार से 31 पी.एस.यूज. ऐसे हैं, जिनको मौजूदा ढांचे में ही सरकार ने अपनी योजना से revive करने का प्रयास किया है। चार ऐसे हैं, जिनके संबंध में लगाता है कि ये शायद revive नहीं हो पाएंगे, इसलिए उनको wind up ही करना पड़ेगा।

श्री विजय गोयल : एकान्तेबिलिटी के बारे में बताइए।

श्री अरुण जेटली : सर, एकान्तेबिलिटी पी.एस.यूज. specific-wise है, अगर किसी विशेष पी.एस.यू. के बारे में माननीय सदस्य जानना चाहें, तो मैं वह जानकारी दे सकता हूँ।

Devolution of Central taxes to States

*202. SHRI DIGVIJAYA SINGH: Will the Minister of FINANCE be pleased to state:

(a) the details of growth rate, GDP and Debt GDP ratio from year 1996 till 2014 and

(b) what was the percentage of funds collected under the Central Taxes devoluted to each State from 1996-97 till 2013-14?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) The details of the growth rate of GDP at factor cost at constant (2004-05) prices, the absolute values of GDP at factor cost at constant (2004-05) prices and the Debt (total liabilities of Centre and States) to GDP ratio from 1996-97 till 2013-2014 are given in the following Table:

Year	GDP at factor cost at constant prices (₹ crore)	Rate of growth in GDP at factor cost at constant prices (per cent)	The ratio of total liabilities of Centre and States to GDP (per cent)
1	2	3	4
1996-97	1876319	8.0	64.37
1997-98	1957032	4.3	66.29
1998-99	2087828	6.7	67.11
1999-00	2254942	8.0	70.47
2000-01	2348481	4.1	73.67
2001-02	2474962	5.4	78.79
2002-03	2570935	3.9	82.86
2003-04	2775749	8.0	83.23
2004-05	2971465	7.1	82.13

1	2	3	4
2005-06	3253073	9.5	79.07
2006-07	3564364	9.6	74.66
2007-08	3896636	9.3	71.44
2008-09	4158676	6.7	72.21
2009-10	4516071	8.6	70.63
2010-11	4918533	8.9	65.62
2011-12	5247530	6.7	65.27
2012-13	5482111	4.5	65.43
2013-14 (PE)	5741791	4.7	NA

PE= provisional estimate; NA = Not Available

Note: The ratio of total liabilities of Centre and States to GDP has been sourced from the Handbook of Statistics on Indian Economy, published by Reserve Bank of India; adjusted for revisions in GDP from 2010-11.

(b) The States share in the net divisible pool of net proceeds of all shareable Union Taxes and duties is worked out after making deduction of cost of collection, surcharge, education cess and other miscellaneous receipts from the estimates of gross tax revenue collection. The percentage devolution to each State Government from this divisible pool, as per the recommendations of the respective Finance Commissions, from 1996-97 to 2013-14 is given in Statement – I.

Statement – I**Percentage of Devolution of States share to each State Government as per the recommendations of the Finance Commission from 1996-97 till 2012-13**

Sl. No.	Name of State	10th Finance Commission										11th Finance Commission	12th Finance Commission	13th Finance Commission	
		1996-97 to 1999-2000	1996-97 to 1999-2000	1997-98	1998-99	1999-2000	1999-2000	1999-2000	1999-2000	1999-2000	2000-01 to 2004-05	2005-06 to 2009-10	2010-11 to 2013-14		
		Income Tax ^	Union Excise Duty @	Basic Excise Duties*	Basic Excise Duties*	Basic Excise Duties*	Basic Excise Duties*	Additional Excise Duties*	Grants in lieu of Tax on Railway Passenger Fares#	Share in Service and Expenditure (Tax) (-)	Share in Service and Expenditure (Tax) (-)	Share in Service and Expenditure (Tax) (+)	Share in other taxes and Duties(I)	Share in other Service taxes and Expenditure Tax(I)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		77.50%	40%		7.50%			97.797%		29.5%		30.5% (+)		32% (I)	
1.	Andhra Pradesh	8.465	8.465	7.988	0.000	0.000	0.000	7.820	8.345	7.802	7.701	7.356	7.453	6.937	7.047
2.	Arunachal Pradesh	0.170	0.170	4.300	5.871	6.224	6.667	0.104	0.005	0.247	0.244	0.288	0.292	0.328	0.332
3.	Assam	2.784	2.784	9.836	11.849	10.748	9.290	2.483	1.368	3.328	3.285	3.235	3.277	3.628	3.685
4.	Bihar	12.861	12.861	2.965	0.000	0.000	0.000	7.944	9.326	11.741	11.589	11.028	11.173	10.917	11.089
5.	Chhattisgarh	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.416	2.385	2.654	2.689	2.470	2.509
6.	Goa	0.180	0.180	1.058	1.161	0.917	0.604	0.232	0.194	0.209	0.206	0.259	0.262	0.266	0.270

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
7. Gujarat	4.046	4.046	4.046	4.046	0.000	0.000	0.000	0.000	5.995	6.901	2.858	2.821	3.569	3.616	3.041	3.089
8. Haryana	1.238	1.238	1.238	1.238	0.000	0.000	0.000	0.000	2.366	1.917	0.956	0.944	1.075	1.089	1.048	1.064
9. Himachal Pradesh	0.704	0.704	0.704	0.704	10.744	14.057	14.230	14.338	0.595	0.108	0.692	0.683	0.522	0.529	0.781	0.793
10. Jammu and Kashmir	1.097	1.097	1.097	1.097	16.491	21.985	22.741	23.700	0.856	0.728	0.000	1.290	1.297	0.000	1.551	0.000
11. Jharkhand	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.047	3.008	3.361	3.405	2.802	2.846
12. Karnataka	5.339	5.339	5.339	5.339	0.000	0.000	0.000	0.000	5.744	3.388	4.994	4.930	4.459	4.518	4.328	4.397
13. Kerala	3.875	3.875	3.875	3.875	0.000	0.000	0.000	0.000	3.740	3.495	3.097	3.057	2.665	2.700	2.341	2.378
14. Madhya Pradesh	8.290	8.290	8.290	8.290	0.000	0.000	0.000	0.000	7.236	6.882	6.538	6.453	6.711	6.799	7.120	7.232
15. Maharashtra	6.126	6.126	6.126	6.126	0.000	0.000	0.000	0.000	12.027	17.548	4.693	4.632	4.997	5.063	5.199	5.281
16. Manipur	0.282	0.282	0.282	0.282	4.891	6.602	6.917	7.348	0.197	0.018	0.371	0.366	0.362	0.367	0.451	0.458
17. Meghalaya	0.283	0.283	0.283	0.283	4.403	5.815	5.994	6.130	0.188	0.034	0.346	0.342	0.371	0.376	0.408	0.415
18. Mizoram	0.149	0.149	0.149	0.149	4.628	6.278	6.784	7.074	0.079	0.001	0.201	0.198	0.239	0.242	0.269	0.273
19. Nagaland	0.181	0.181	0.181	0.181	7.417	10.247	11.072	12.025	0.137	0.145	0.000	0.220	0.263	0.266	0.314	0.318
20. Odisha	4.495	4.495	4.495	4.495	5.248	4.934	2.773	0.680	3.345	1.715	5.122	5.056	5.161	5.229	4.779	4.855
21. Punjab	1.461	1.461	1.461	1.461	0.000	0.000	0.000	0.000	3.422	3.280	1.162	1.147	1.299	1.316	1.389	1.411
22. Rajasthan	5.551	5.551	5.551	5.551	0.000	0.000	0.000	0.000	4.873	4.445	5.544	5.473	5.609	5.683	5.853	5.945
23. Sikkim	0.126	0.126	0.126	0.126	1.473	1.938	1.982	2.055	0.053	0.010	0.186	0.184	0.227	0.230	0.239	0.243

24.	Tamil Nadu	6.637	6.637	0.000	0.000	0.000	7.669	6.458	5.455	5.385	5.305	5.374	4.969	5.047
25.	Tripura	0.378	0.378	6.807	9.263	9.618	0.286	0.039	0.493	0.487	0.428	0.433	0.511	0.519
26.	Uttar Pradesh	17.811	17.811	11.751	0.000	0.000	14.573	15.568	19.388	19.137	19.264	19.517	19.677	19.987
27.	Uttarakhand	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.669	0.661	0.939	0.952	1.120	1.138
28.	West Bengal	7.471	7.471	0.000	0.000	0.000	8.036	8.082	8.222	8.116	7.057	7.150	7.264	7.379
	TOTAL	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

^ The share of the net proceeds of income tax assigned to the States was 77.50%, of which the tax devolved to States was as per *inter-se* percentage as shown above.

@ The share of the net proceeds of Union Excise Duty assigned to the States was 40%, of which the tax devolved to States was as per *inter-se* percentage as shown above.

* The share of the net proceeds of Basic Excise Duty assigned to the States was 7.5%, of which the tax devolved to States was as per year-wise *inter-se* percentage as shown above.

\$ The share of the net proceeds of Additional Excise Duty assigned to the States was 97.797%, of which the tax devolved to States was as per *inter-se* percentage as shown above.

Grant in lieu of Railway Passenger Fare Tax @ ₹ 380 crore every year was devolved to States as per *inter-se* percentage as shown above.

(-) As per accepted recommendations of the 11th Finance Commission, the State's share had been fixed 29.5% of the net proceeds of shareable Central Taxes as per *inter-se* percentage as shown above. However, if the states levied & collected Sales Tax on sugar, textile and tobacco, the share of the states in the net proceeds of shareable Central Taxes would had been reduced to 28%.

(+) As per accepted recommendations of the 12th Finance Commission, the State's share had been fixed at 30.5% of the net proceeds of shareable Central Taxes as per *inter-se* percentage as shown above. However, if the states levied Sales Tax (VAT) on sugar, textile and tobacco, without any prescribed limits, the share of the states in the net proceeds of shareable Central Taxes would had been reduced to 29.5%.

(l) As per accepted recommendations of the 13th Finance Commission, the State's share had been fixed at 32% of the net proceeds of shareable Central Taxes as per *inter-se* percentage as shown above. Income Tax includes Securities Transaction Tax (STT).

SHRI DIGVIJAYA SINGH: Chairman, Sir, hon. Finance Minister, ever since he has taken charge, has been painting an extremely gloomy picture on the performance of the UPA Government. Even in his Budget speech, he has painted an extremely gloomy picture about the performance of the UPA Government. But by his own admission, the indicators that he has given reflect that the UPA Government outperformed the NDA Government in every sector. For example, Mr. Chairman, Sir, in GDP, their increase in 2006 at constant price (2004-05), went up only by ₹ 7,00,000 crores. During our tenure, it has gone up by ₹ 30,00,000 crores.

The second point, Sir, that the Debt-GDP ratio, which was at 67.11 during their tenure, went up to 83.23 per cent of the GDP. While during our term, from 83.23, it has come down to 65.43.

MR. CHAIRMAN: What is the question?

SHRI DIGVIJAYA SINGH: My question is that with these statistics on the Table of the House and admission by the hon. Finance Minister, whether he will change his opinion about the performance of the UPA Government. If he does not, would he explain as to why?

SHRI ARUN JAITLEY: Sir, both, in the discussion which took place in the other House, as also in my Budget Speech, I have tried to be as non-partisan as possible. But there are some people who are born to be partisan and this question is born out of that spirit.

SHRI DIGVIJAYA SINGH: Sir, I take strong offence to his statement.

SHRI ARUN JAITLEY: The nature of the question itself makes it very clear. Every Government tries to put in its best as far as the performance of the economy is concerned. A large number of issues relating to the economy are not necessarily adversarial in character. There are years when the economy has done extremely well. This can be because of domestic factors. This can be because of the global factors and at times, on account of similar factors, the economy may start doing badly itself.

Now, I have an opinion which I don't think is necessary for me to express on the functioning of the previous Government because I am going to be judged by how my Government does and not how much I manage to criticise the previous Government, but the hon. Member may bear in mind that the full truth really is that the UPA Government inherited an 8 per cent GDP growth. It has left behind a 4.5 or 4.7 per cent GDP growth. In between, in some of the years, the economy, in its performance, had peaked but then my comment at various stages has been in relation to the last one year, a stage in which

we have inherited the economy in its present stage. Compared to what it was in 2007-08, etc., where the economy was doing well, at the present moment, the economy is in a more challenging situation. That's all I have said.

SHRI DIGVIJAYA SINGH: Sir, I would like to point out to the hon. Finance Minister, from a low base of 2002-03, which was 3.9 per cent, which was the lowest ever, they have grown up to 8 per cent, it was because of lower base of 2002-03 and not because of any outstanding performance of the NDA Government. What I am trying to say, hon. Chairman, Sir, is that he has levelled a charge against me of being partisan. In fact, his statement, by itself, is partisan.

MR. CHAIRMAN: Please come to the question.

SHRI DIGVIJAYA SINGH: Sir, my question is whether he will reconsider changing his opinion about the performance of the UPA Government.

SHRI ARUN JAITLEY: Sir, I think in the course of this week, we are going to discuss the General Budget and in the next week, hopefully, the Finance Bill. I will give my learned friend the detailed opinion on that occasion. Now, this low base or high base does not help for the simple reason that in a year in which you have the East-Asian crisis or you have a global slowdown or you have a sub-prime crisis, irrespective of the political complexion of the Government in Delhi, the economy may face situations, for instance, in the year 1999-2000, on a high base of 6.9 per cent, the economy still grew by 8 per cent.

SHRI SUKHENDU SEKHAR ROY: Sir, I was born free but I am not partisan. I am putting a question to the hon. Finance Minister because there was a demand from the majority of the States, particularly the debt-ridden States, that there should be sharing of 50:50 resources between the States and the Centre. Sir, now, I come to my question. The Government is in perpetuity. It cannot be isolated with a particular political party. Has the Government made any recommendation to the Fourteenth Finance Commission to extend the sharing of the resources between the Centre and the States on the basis of 50:50 ratio?

SHRI ARUN JAITLEY: Sir, the consultations of the Finance Commission both with the Central Government and the State Governments is an ongoing process and it is still on. The Governments are in a process of expressing their opinion and the Report is expected this year itself. The question has been of great concern to the hon. Member since he is from West Bengal, and, West Bengal, apart from other two States, namely, Punjab and Kerala, is affected. All these contentions are raised by States before the Finance

Commission, and, we will have to wait for the Report of the Finance Commission before expressing views on this particular subject. Whatever is the view, the Central Government will comply with that view accordingly.

SHRI NARESH GUJRAL: Sir, the UPA Government had been resorting to a lot of window dressing of the balance sheet to show a healthy deficit financing. My specific question is whether it is a fact that in the last year, a large amount of income tax refunds were withheld, subsidies were postponed to the next year, and, a lot of income was preponed making the PSUs give 500 to 600 per cent dividends, which threatened the very health of the PSUs.

SHRI ARUN JAITLEY: Sir, there is a process in which the accounting of the Government of India is made. That process itself is a credible process. Various comments have been made on this subject, and, I have been reading a large number of those comments. But as far as the Government is concerned, I would like to say that the Government stands by whatever figures are mentioned in the regular reports of the Government, which have been coming as also in the Economic Survey. I do not wish to create any confusion in the market on that score, and, therefore, we will act on the basis presuming that the figures which are mentioned are correct.

SHRI P. RAJEEVE: Sir, my question is relating to part (b) of the question regarding share of States. If I look to my own State, Kerala, it is alarming to see that the share in service and expenditure tax which was 3.097 per cent in the period from 2000-01 to 2004-05 got reduced to 2.378 per cent.

Similarly, the share in other taxes and duties, which was 3.057 in the period from 2000-01 to 2004-05 got reduced to 2.341 per cent. This is the general trend, Sir.

I would like to give you some data regarding the Gross Distribution and Transfer, that is, GDT as percentage of GDP. In 1991, the Distribution to States, that is, the GDT, was 7.2 per cent of GDP. Now, it has been reduced to five per cent of GDP. Sir, it is a very serious issue for all the States in our country. All funds are concentrated in the Central Government. The previous Government imposed 'cess', and, now, you are also continuing with it. If it is a 'cess', there is no provision of transferring it to the State Governments.

Coming to my question, and, while joining myself with Mr. Roy, I would like to ask as to what is the Government's position in this regard. Whatever are the Finance Commission's recommendations; is the Government ready to share 50:50 of the taxes? Moreover, Sir, direct taxes have been reduced but indirect taxes have been increased.

SHRI ARUN JAITLEY: Well, as far as the Government is concerned, the

Government is certainly concerned with regard to the fiscal health of the States, and, therefore, in regard to that, since the consultations are on, the Government will be making a presentation before the Finance Commission itself. But, at the same time, the Government is also concerned with the fiscal discipline of the States. And, when my learned friend, and hon. Member from Kerala, asked this question, the difference between the Twelfth and Thirteenth Finance Commission in the various criteria that they adopted was that in terms of percentage weightage, the fiscal discipline, what the Twelfth Finance Commission got was 7.5 per cent. This increased to 17.5 per cent. Therefore, the Finance Commission also has been following a criterion that it wants to incentivise the following of a particular fiscal discipline by the States, and because of that reason, the numbers itself may vary. I think helping the States is one important criterion but, at the same time, the States also must realize that maintenance of fiscal discipline for them is important.

Ceasefire violations by Pakistan

*203. SHRI RAJKUMAR DHOOT: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that despite the goodwill gesture shown by the Prime Minister to improve bilateral relations with Pakistan, the Pakistani Army has violated ceasefire several times in Jammu and Kashmir;

(b) if so, the details thereof; and

(c) the details of action Government has taken or proposes to take in the matter?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) The Prime Minister of Pakistan visited India at the invitation of our Prime Minister (PM) from 26-27 May, 2014 to attend the swearing in ceremony of the new Indian Government on 26th May, 2014. During the bilateral talks held next day, the two PMs agreed that Foreign Secretaries of both the countries would get in touch to explore how to move bilateral relations forward. Our Prime Minister further emphasized the importance of maintaining peace and tranquility at the borders and upholding the sanctity of the Line of Control (LoC).

In the current year till 16th July, 2014, there have been 54 ceasefire violations (CFVs) along the Line of Control (LoC) and International Border in Jammu and Kashmir.

All CFVs are taken up with the concerned authorities of Pakistan at the appropriate level through the established mechanism of hotlines, flag meetings etc.

SHRI RAJKUMAR DHOOT: Hon. Chairman, Sir, despite showering of our goodwill gestures from time to time, Pakistan has always heaped hatred, promoted terror against India and consistently violating ceasefire in Kashmir. So, through you, I would like to know from the hon. Minister how many times Pakistan violated the ceasefire during the last twelve months, month-wise, the number of such violations after the present NDA Government came into power and how many Indian security personnel were killed, wounded during these violations by Pakistan. Even during the last week, a BSF jawan was killed and many wounded.

SHRI ARUN JAITLEY: Sir, the month-wise figures can be given because the figures are maintained, but no figures are maintained on the basis of how many ceasefire violations took place when the particular political complexion of the Government in Delhi was of a particular kind. For instance, Sir, the violations predominantly have taken place both at the LoC, which is predominantly under the Army's control, and at the international border, which is under the control of the BSF. For instance, last year, that is, 2013, the total number of violations which took place in the area under Army's control, which means the LoC and a very small part of the international border, just above the Chenab river, was 199. At the international border, which is under BSF's control, it was 148. This year up to mid July, that is, 17th July, 2014, the total number of violations in these two categories is 47 and 9. Amongst all the years from 2004 downwards, the number of violations was higher in 2013. This year, compared to 2013, they are slightly less.

SHRI RAJKUMAR DHOOT: Sir, my specific supplementary is: What is preventing the Government of India from taking befitting action against Pakistan? If it is international law, conventions and diplomacy, the same applies to Pakistan also. Pakistan does not bother about such law, conventions and diplomacy. Then, why should this one-sided respect for international law, etc., by India be there? So, I would like to know whether the Government will assure this House that it will follow the Zero Tolerance policy against Pakistan's ceasefire violations and give a befitting reply in the tit for tat manner.

SHRI ARUN JAITLEY: Sir, the Government's policy consistently has been that we take action proportionately depending on the extent of ceasefire violation. Where retaliations are required, retaliations are done; where preventive actions are required, preventive actions are done; where the tension can be diluted by a dialogue between the DGMOs, which is done on the weekly basis, it is done on that basis. Whatever action is taken, further follow-up action, on the basis of whatever our diplomatic responses are, is also to be measured in terms of the extent of the provocations which take place at the Line of Control.

श्री गुलाम नबी आजाद : ऑनरेबल चेयरमैन साहब, डिफेन्स मिनिस्टर ने अपने जवाब में बताया कि मेरे पास हर साल के, हर महिने के आंकड़े हैं, लेकिन यह जरूरी नहीं है कि गवर्नमेंट चेंज होने के बाद या गवर्नमेंट चेंज होने से पहले क्या नंबर थे। मेरे ख्याल में ऑनरेबल धूत साहब ने जो सवाल पूछा था, वह तो बिल्कुल स्पष्ट है, कि जब से पाकिस्तान के प्रधान मंत्री यहां ओथ सेरेमनी के लिए बुलाए गए थे... और शायद आजादी के बाद यह पहली दफा हुआ कि पाकिस्तान के प्रधान मंत्री को ओथ सेरेमनी में बुलाया गया। शायद हमारे प्रधान मंत्री की यह मंशा थी कि इलेक्शन के दौरान, जो एक ही मुद्दा पाकिस्तान और हिन्दुस्तान के बारे में हर पब्लिक मीटिंग में दोहराया गया था कि यू.पी.ए. की गवर्नमेंट कमजोर है और इसी वजह से सीज़फायर वॉयलेशन्स जम्मू-कश्मीर में होते हैं और वे पाकिस्तान की लीडरशिप के सामने स्टैंड अप नहीं होते हैं, खड़े नहीं होते हैं, तो जब यह नई गवर्नमेंट आएगी, तो हम सिर झुका कर नहीं, बल्कि सिर उठा कर बात करेंगे...

† **جناب غلام نبی آزاد :** آنریبل چیئرمین صاحب، ڈیفینس منسٹر نے اپنے جواب میں بتایا کہ میرے پاس ہر سال کے، ہر مہینے کے آنکڑے ہیں، لیکن یہ ضروری نہیں ہے کہ گورنمنٹ چینج ہونے کے بعد یا گورنمنٹ چینج ہونے سے پہلے کیا نمبر تھے۔ میرے خیال میں آنریبل دھوت صاحب نے جو سوال پوچھا تھا، وہ تو بالکل اسپیشل ہے، کہ جب سے پاکستان کے پردھان منتری یہاں اوتھ-سیریمنی کے لئے بلائے گئے تھے۔ اور شاید آزادی یہ پہلی دفعہ ہوا کہ پاکستان کے پردھان منتری کو اوتھ-سیریمنی میں بلایا گیا۔ شاید ہمارے پردھان منتری کی یہ منشا تھی کہ الیکشن کے دوران، جو ایک ہی مدعا پاکستان اور ہندوستان کے بارے میں ہر پبلک میٹنگ میں دوہرایا گیا تھا کہ یوپی-اے کی گورنمنٹ کمزور ہے اور اسی وجہ سے سیز فائر وائلیشن جموں-کشمیر میں ہوتے ہیں اور پاکستان کی لیڈرشپ کے سامنے اسٹینڈ اپ نہیں ہوتے ہیں، کھڑے نہیں ہوتے ہیں، تو جب یہ نئی گورنمنٹ آئے گی، تو ہم سر جھکا کر نہیں، بلکہ سر اٹھا کر بات کریں گے۔

श्री सभापति : सवाल पूछ लीजिए।

श्री गुलाम नबी आजाद : और हम उनका जवाब देंगे। तो आज सिर क्यों झुक गया है? आज क्यों इतने वॉयलेशन्स होते हैं? मैं जानना चाहता हूँ कि जब से नई गवर्नमेंट आई है, तब से कितने सीज़फायर वॉयलेशन्स हुए हैं?

†Transliteration in Urdu Script.

†جناب غلام نبی آزاد : اور ہم ان کا جواب دیں گے۔ تو آج سر کیوں جھک گیا ہے؟ آج کیوں اتنے وائلیشنس ہوتے ہیں؟ میں جاننا چاہتا ہوں کہ جب سے نئی گورنمنٹ آئی ہے، تب سے کتنے سیزفائر وائلیشنس ہوئے ہیں؟

श्री अरुण जेटली : सभापति जी, न तो सिर झुका है और न ही कोई इस प्रकार का ...**(व्यवधान)**... लीडरऑफ अपोजिशन इस बात से सैटिस्फाइड रहे कि यह सरकार न ही सिर झुकने देगी और न ही कोई ऐसा आंकड़ा है, और इस आंकड़े को ऐज्यूम करने की आपको कोई आवश्यकता नहीं है कि 26 मई के बाद किसी प्रकार से इंटेसिटी बढ़ी है। अगर आपने जानना चाहा कि पोलिटिकल कॉम्प्लेक्शन के हिसाब से बताओ, तो मैंने पिछले सवाल के उत्तर में कहा था कि उन चीजों को राजनीतिक नजरिए से न देखें, लेकिन, चूंकि आप इंडो-पाक ...**(व्यवधान)**... चूंकि आप इंडो-पाक रिलेशनस और सीज़फायर वॉयलेशन्स में भी राजनीति देखना चाहते हैं तो मैं आपको बतला दूँ कि जिस भावना से आपने यह प्रश्न पूछा है, उसी भावना से मैं भी जवाब दे दूँ कि 2004 में जब हम आपके हाथों में हुकूमत छोड़कर गए थे, तो पूरे साल में केवल एक वॉयलेशन था, जबकि 2013 में, जो आपके शासन का पूर्व वर्ष था, उसमें 199+148 वॉयलेशन्स थे। ...**(व्यवधान)**... आपने जब सरकार बनाई थी ...**(व्यवधान)**... जब आपने सत्ता अपने हाथ में ली थी ...**(व्यवधान)**...

MR. CHAIRMAN: Silence. ...*(Interruptions)*... Silence, please. ...*(Interruptions)*...

श्री अरुण जेटली : जब आपने सत्ता हाथ में ली थी, तो एक वॉयलेशन था पहले वर्ष में और जब अपने छोड़ी है, तो 199+148 वॉयलेशन्स थे। आपने जानना चाहा कि 27 मई के बाद कितने सीज़फायर वॉयलेशन्स हुए हैं, तो हर वॉयलेशन में retaliation दिया गया है। एक्चुअल आंकड़ा, जो पिछले साल का 347 था, 27 मई से 17 जुलाई तक पाकिस्तान ने 19 सीज़फायर वायलेशन्स किए हैं, जिनमें retaliatory action हमारी फौज ने लिया है। ...**(व्यवधान)**...

श्री अविनाश राय खन्ना : सर, मैं माननीय मंत्री जी को बताना चाहता हूँ कि जब फायरिंग होती है, तो उस समय बहुत सी बिल्डिंगज़ को नुकसान होता है और खेती को भी नुकसान होता है। तो मेरा सिम्पल क्वेश्चन है कि जब ऐसा नुकसान होता है, तो क्या सरकार उन किसानों को या जिनका नुकसान हुआ है, उनको compensation देने के बारे में कोई विचार करेगी?

श्री अरुण जेटली : सर, माननीय सदस्य ने जो सुझाव दिया है, इस पर हम निश्चित रूप से विचार करेंगे।

श्री नरेन्द्र कुमार कश्यप : सभापति महोदय, 16 जुलाई को अरनिया सेक्टर में पाकिस्तान की तरफ से फायरिंग हुई, गोलीबारी हुई, जिसमें संजय धर नामक बी.एफ.एफ. का जवान शहीद हुआ, तीन और जवान जख्मी हुए, तीन किसान जख्मी हुए, एक आठवीं क्लास का स्टूडेंट जख्मी हुआ। सभापति महोदय, मैं आपके माध्यम से सरकार से यह जानना चाहता हूँ कि आर.एस. पुरा, बिसना, पुंछ एरिया में गोलीबारी की वजह से आज भी किसान धान की बुवाई नहीं कर सके हैं।

तो जो किसान गोलीबारी की वजह से, धान की बुवाई नहीं कर सके हैं, क्या सरकार उनको compensation देने के बारे में विचार करेगी? साथ ही संजय धर, जो बी.एस.एफ. का जवान शहीद हुआ था, उसके परिवार को एक करोड़ रुपए की राशि देने और जो लोग जख्मी हुए हैं, उनके परिवार के लोगों को आर्थिक सहायता देने की घोषणा क्या माननीय मंत्री जी करेंगे?

श्री अरुण जेटली : सभापति महोदय, जहां तक किसी भी शहीद जवान के मुआवजे का प्रश्न है, चाहे वह सेना का हो या पैरा-मिलिट्री फोर्स का हो, उसके स्पष्ट मापदंड बने हुए हैं और कोई भी ऐसा केस, जख्मी होने का या अगर कोई शहीद हो जाता है, नहीं है, जिसके संबंध में मुआवजा न मिले। उसे पूरे मापदंड के मुताबिक मुआवजा मिलेगा। मैंने पिछले प्रश्न के उत्तर में कहा कि पहले भी हम लोग इस पर विचार कर रहे थे कि जो किसान इसकी वजह से प्रभावित होते हैं, उनके संबंध में सरकार को क्या योजना बनानी है।

Fall in value of rupee against dollar

*204. DR. T. SUBBARAMI REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to the continuing fall in rupee value against dollar;

(b) if so, what concrete steps are being taken to arrest this fall and to improve the rupee appreciation;

(c) whether the monetary policy will be restructured to arrest the fall of rupee value and to bring down the high cost on imported goods including oil and other essential goods; and

(d) if so, the details thereof and if not, the details of measures being envisaged to let the rupee appreciate so that foreign investors have more confidence, side by side building up foreign reserves to attract more FDIs?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) to (d): A Statement is laid on the Table of the House.

Statement

(a) to (d) After the announcement by the US Federal Reserve in May, 2013 about its intent to taper its asset purchases (rollback quantitative easing) and reflecting market concerns thereon as well as about the widening of the trade and current account deficits in India, the monthly average exchange rate of the rupee (RBI reference rate) depreciated sharply in the period June to September, 2013, with the daily exchange rate reaching a low of ₹ 68.36 per US dollar on August 28, 2013. However it recovered somewhat in

October 2013 and exhibited two way movements subsequently, but has been relatively more stable. In the current financial year, the average monthly exchange rate of the rupee was close to the ₹ 60 per US dollar mark. The stability in the exchange rate reflected the impact of the steps taken by the Government and the RBI to moderate the current account deficit and boost capital flows along with the greater clarity on US Federal Reserve taper programme. The steps aim at augmenting the supply of foreign exchange to stem the rupee depreciation. These *inter alia* include: the Government's measures to restrict non-essential imports through tariff hike and other limits; the Government's liberalization of norms for FDI in select sectors; the Government's move to raise diesel prices periodically in small doses; the RBI's liquidity tightening measures to stabilise currency market; the RBI's move to open a forex swap window to meet the entire daily dollar requirements of three public sector oil marketing companies; the move to incentivize banks to mobilise fresh foreign currency non-resident (banks) deposits and swap it directly with the RBI for a limited period. In so far as the role of monetary policy is concerned, the RBI does not target a specific rate or level of exchange rate. The RBI intervenes in the market only to smoothen exchange rate volatility and prevent disruptions to macro-economic stability. The measures taken by the Government and the RBI helped contain India's current account deficit to US\$ 32.4 billion in 2013-14 from a level of US\$ 88.2 billion and build-up foreign exchange reserves to a level of US \$ 316.4 billion on July 4, 2014.

DR. T. SUBBARAMI REDDY: Sir, I would like to inform the hon. Minister that the UPA Government had brought down Current Account Deficit from 4.7 per cent of the GDP in 2012-13, that is, when an announcement was made by the US Federal Reserve about tapering its asset purchases to 1.7 per cent in 2013-14. RBI bought a record 19 billion dollars in forward market in May with an aim to contain the volatility of rupee. So, I would like to say that we must bring down dollar to ₹ 55. The UPA Government was making all the efforts. We were successful. But, now, we have come to this side and you have gone to that side. So, this is a challenge for the NDA Government to continue the efforts started by UPA Government. How are they going to do it now? We would like to remind you that every day, we have to import 4 million barrels of crude oil for the country. We also import for our power plants. So, I would like to ask the Minister what concrete measures you are taking in continuation of the measures initiated by the UPA Government to arrest the fall of rupee in comparison to dollar.

SHRI ARUN JAITLEY: Sir, as far as the Current Account Deficit is concerned, this had become a very major challenge for the period 2012 onwards and one of the principal reasons was that there was a large amount of foreign currency which was being pulled out of this country on account of the policy changes which took place in the United States,

as the hon. Member himself has mentioned. At that stage, the fiscal deficit had reached a high point. The Current Account Deficit had reached a high point of 4.7 per cent. This was extremely worrisome as a result of which, the rupee-dollar rate had been completely disturbed and dollar had gone up to ₹ 68. Since then, a particular element of discipline into the economy was introduced. Non-essential imports were being discouraged. Several steps were taken. Each one of those steps is being continued to make sure that the Current Account Deficit is kept under containable limits. Current Account Deficit has come down to 1.7 per cent and we are making an effort to make sure that it is maintained, as far as possible, under containable limits. The large number of steps which I have indicated in the reply are all steps which had been initiated by the UPA Government and some of those very specific steps are being continued currently to make sure that the Current Account Deficit is maintained at that level.

DR. T. SUBBARAMI REDDY: Sir, my question is: What measures are being taken by the Government and the RBI to help contain India's Current Account Deficit to USD 32.4 billion in 2013-14 from a level of USD 88.2 billion and build-up foreign exchange reserves to a level of USD 316.4 billion by July, 2014?

SHRI ARUN JAITLEY: Sir, all these steps are described in the reply itself. Non essential imports, particularly in relation to gold, were restricted. The customs duties were hiked up. An 80:20 policy was introduced. The 80:20 policy is that out of the entire gold which is imported, at least 20 per cent has to be exported back after value-addition of some form. There was liberalisation of the FDI in certain sectors, and further liberalisation has been announced by the present Government itself. The slow increase in the diesel prices itself is intended to restrict the use of items on which a lot of foreign exchange is outgoing. The Reserve Bank of India itself took several steps like tightening the liquidity. There was also incentive given to the banks to mobilize foreign currency resources from NRIs.

The Commerce Ministry came out with several export schemes most of which are continuing. These steps have contained the Current Account Deficit; and efforts are being made to continue each one of these policies. ...*(Interruptions)*...

MR. CHAIRMAN: No further supplementaries. Mr. Tiruchi Siva.

SHRI TIRUCHI SIVA: Mr. Chairman, Sir, thank you. I have a simple question. Of course, the appreciation in the rupee value will help in building foreign reserves to attract more FDIs. My simple question is: when the rupee value appreciates, yes, it gains the confidence of the foreign investor. At the same time, if there is an apprehension that our exporters are affected, what are the measures the Government intends to take to maintain

the stability of exchange rate in a manner that could gain the confidence of the investors, as well as, to protect the exporters in our country? Thank you.

SHRI ARUN JAITLEY: Sir, the rupee has to be kept at a rate which is real, and this rate is now determined by the market itself. The RBI itself manages this rate, and does not target any specific rate. The RBI intervenes only to smoothen the exchange rate volatility to prevent disruption which takes place. Therefore, one of the efforts which Government makes through its policies is that our foreign exchange earning through various methods, whether it is FDI, FII, through exports, through external commercial borrowings itself, continues to increase. The imbalance between the extent of foreign exchange that we spend, and the foreign exchange that comes into the country, should not increase to a limit where it can't be managed. That is what upsets the rupee and dollar rate at that time.

DR. PRABHAKAR KORE: Sir, I have a specific question. Before elections, the rupee fell to ₹ 69 or ₹ 70 in one month. In market there were rumours that the black money which was kept outside, was coming into the country for the election purpose. Sir, is it a fact?

SHRI ARUN JAITLEY: I think the real crisis has started in May, 2013 with the roll back of the quantitative easing of the U.S. Federal reserves. When the U.S. Federal authority has put in about \$85 billion into the market, they announced their intention to ease this situation. As a result of which foreign currency in terms of dollars was being pulled out from various other economies which created this particular balance. This process started in May, 2014, and it is at that stage the then UPA Government, through the Finance Ministry, have started a series of steps. Some of them are restrictions on gold import, etc., in order to make sure that the rate which went up to ₹ 68 against a dollar could be partly corrected. The Current Account Deficit came under control from 4.7 per cent to 1.7 per cent.

SHRI ANANDA BHASKAR RAPOLU: Mr. Chairman, Sir, thank you. Sir, the Union Finance Minister is fond of mentioning a phrase "fiscal prudence". This fiscal prudence is indicated in his precise answer to this question that "between June and October the measures of the UPA Government have been reflected in the stability of the exchange rate. In its continuation, the UPA Government have taken certain measures regarding the currency market and its stabilization." Are you convinced with the review by the RBI on the measures towards the liquidity tightening of the currency market, or, would you like to have an extra measure for the liquidity stability of the currency market?

SHRI ARUN JAITLEY: Sir, this depends on what the situation, at a given moment, is. Now how much liquidity is to be there in the market itself will depend on the current situation of the market. This is a fluid situation and, therefore, my reply, in all situations, to be the same will never take place. Therefore, in the foreign currency situation in this country, when the rupee rate stabilizes, you will have one view. If it is a little volatile, you will have a different view. Similarly, with regard to interest rates, since these are regulated by the Reserve Bank, in case there is still a high level of inflation expected, you will have one view. And if the inflation moderates, you will have another view. So, it will depend on well-settled economic principles itself. But this is a discretion which is decided on the basis of these various factors by the Reserve Bank.

Target for reduction of current account deficit

*205. SHRI TAPAN KUMAR SEN: Will the Minister of FINANCE be pleased to state:

- (a) the details of the current account deficit of the country over the last three years;
- (b) the measures taken by Government to reduce the current account deficit, and
- (c) the target set for reduction of current account deficit during the current financial year 2014-15?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) India's Current Account Deficit (CAD) in absolute terms and as a per cent of Gross Domestic Product (GDP) during last three years is as follows:

Sl. No.	Year	CAD (US\$ billion)	CAD as per cent of GDP
1.	2011-12	78.2	4.2
2.	2012-13	88.2	4.7
3.	2013-14	32.4	1.7

Government had taken a number of measures to contain CAD in the second quarter of 2013-14 as the widening of the trade deficit and CAD in the previous two years continued through the first quarter and in tandem with market perceptions of an imminence of the rollback of quantitative easing by the US Federal Reserve led to a sharp

depreciation of the rupee in June-August, 2013. These, *inter alia*, include compression in import of gold and silver and non-essential items including through hike in custom tariffs and other limits. As a step towards restricting the gold imports, Government has linked the gold imports with the gold exports, whereby 20 per cent of the imported gold has to be channelized for gold exporters. Inflation Indexed Bonds has been introduced on June 4, 2013 to wean investors from gold to other savings instruments and help in moderating gold demand. Apart from these measures, the Government has revised diesel prices and capped subsidized LPG cylinders to consumers to contain the fiscal burden of subsidies in September, 2012 and subsequently oil marketing companies were permitted to raise diesel prices in small measures periodically. This helped reduce the growth in domestic oil consumption even as global crude oil prices remained at elevated levels. Besides, a number of export promotion schemes are in place to promote exports and certain additional features have been made like widening of Interest Subvention Scheme and raising the rate of subvention from 2 per cent to 3 per cent, broadening the scope of Focus Market Scheme, Focus Product Scheme and Incremental Export Incentivisation Scheme etc. These measures are expected to moderate the demand for oil imports. Government and RBI do not estimate or target specific levels of CAD, but seek to monitor the balance of payments developments closely and calibrate policies/measures to meet the broad objectives of moderating CAD to sustainable levels.

SHRI P. RAJEEVE: Sir, all the answers today have been given by one Minister.

SHRI TAPAN KUMAR SEN: Sir, the time is running out. So, I will be very quick.

Sir, no doubt, the current account deficit could be contained over the period. From a dangerous level of 4.7 per cent, today, it is 1.7 per cent, and the hon. Finance Minister has detailed out actions taken on that. My first supplementary is this. The hon. Minister has stated about restricting gold imports. Particularly, in that year, that is, 2012, the Economic Survey says that a kind of perverse trend has developed, where there has been seven per cent investment on gold and jewellery out of the total domestic investment. This is as per 2012. To what extent could that perversion be contained by your intervention in disciplining gold imports? What is the impact of that in the form of share of domestic investment in non-productive, non-employment generating investments like gold, jewellery and, to some extent, real estate? Secondly,

MR. CHAIRMAN: One supplementary at a time, please.

SHRI TAPAN KUMAR SEN: Sir, it is a supplementary on the impact of the Government's action. Secondly, on petroleum too, they have taken some action which has helped in reducing the oil consumption. What is the real impact? To what extent is oil consumption reduced by their intervention in oil imports?

SHRI ARUN JAITLEY: Sir, with regard to the reduction in the quantum in both the commodities, I can send it separately to the hon. Member. But the restrictions on gold, apparently, did bear some result. And that is apparent from the fact that when we have a peak amount of current account deficit of over 88 billion, — that is when the current account deficit reached 4.7 per cent — it came down to 32 billion — 32 billion is the manageable current account deficit. So, it came down to 1.7 per cent. Obviously, steps which were taken with regard to restricting gold both in terms of duty increase, restricting the number of people who could bring it in, as also other conditions like 80:20 policy, apparently, seem to have worked because the proof is in the eating itself.

SHRI TAPAN KUMAR SEN: What is the share of domestic investment in gold and jewellery?

SHRI ARUN JAITLEY: That is a separate figure which I will send separately.

SHRI TAPAN KUMAR SEN: Sir, my second supplementary is this. Certain steps have been taken to contain non-essential imports. Now there is still room for containing some more non-essential imports in the country, like, steel, where you are bound by a Regional Agreement, and the import duty on steel will come to zero. That will create a disaster for domestic steel producers. Similarly, there are certain other areas. I would like to know whether the Government will scrutinize and further contain non-essential imports in the domestic market.

SHRI ARUN JAITLEY: Sir, interventions in the market, in order to contain these things, take place when there is a situation which calls for a radical action. If the situation stabilizes, then, the Governments normally do not interfere in the markets. Governments intervene only when a crisis situation seems to have happened.

SHRI TAPAN KUMAR SEN: Preventive process is also required.

SHRI ARUN JAITLEY: I will pass the suggestion of the hon. Member to the Commerce Ministry which deals with it.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Concession offered by airlines to students

†*206. SHRI MAHENDRA SINGH MAHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether students studying abroad are offered special concession in international flights;

†Original notice of the question was received in Hindi.

(b) if so, whether such concession would also be extended to the students studying in the country;

(c) if so, by when the decision regarding such concession is likely to be taken; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) No, Sir. No concessions are offered to students studying abroad by Government as airfares are not regulated by the Government whether international or domestic. Airlines are commercial organizations which fix air fares based on interplay of market forces. Providing concessions on air fare to any class of passenger is a commercial decision and prerogative of the airline.

(b) to (d) Do not arise in view of (a).

FDI in the defence sector

*207. SHRIMATI NAZNIN FARUQUE: Will the Minister of DEFENCE be pleased to state:

(a) the details of the agreements executed by Government with other countries relating to Foreign Direct Investment (FDI) in the defence sector; and

(b) the details of future plans of Government in this regard ?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) No agreement has been executed by Government with other countries relating to FDI in defence sector. However, in pursuance to the Inter-Governmental Agreement between India and Russia signed in February, 1998, a Joint Venture Company, BrahMos Aerospace, between the Defence Research and Development Organisation (DRDO) of India and NPO Mashinostroyenia of Russia has been formed for design, development, production of a supersonic cruise missile.

As per the current FDI Policy, upto 26% FDI is permissible in the defence sector subject to licensing through Government route and wherever FDI beyond 26% is likely to result in access to modern and state-of-the art technology in the country, decisions can be taken to allow higher FDI on a case-to-case basis with the approval of Cabinet Committee on Security. However, in the Union Budget 2014-15, it has been announced that the composite cap of foreign exchange is being raised to 49% with full Indian management and control through the FIPB route for defence sector.

Air Ambulance Service

†*208. SHRI PRABHAT JHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government is going to launch an Air Ambulance Service in collaboration with private air ambulance companies, if so, the details thereof;

(b) whether this facility would be available for those patients who are unable to afford charges of Air Ambulance Service, if so, the details thereof; and

(c) whether Government plans to establish a patient relief fund also, if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) No, Sir.

(b) In view of answer to (a), question does not arise.

(c) No, Sir.

Re-registration of medical practitioners

*209. SHRI MANSUKH L. MANDAVIYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the steps taken by Government, as on date, in coordination with State Governments for re-registration of medical practitioners after every five years to enhance professional skills of medical practitioners;

(b) whether Government has conducted any international study in this regard; and

(c) the details of punishment or action taken by the Ministry to punish medical practitioners involved in illegal trading of human organs and unethical clinical trials?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) As on date, the Indian Medical Council (IMC) Act, 1956, does not provide for re-registration of doctors. Medical Council of India (MCI), with the previous approval of the Central Government, has notified Indian Medical Council (Professional Conduct, Etiquette and Ethics) Regulations, 2002, which, *inter-alia*, prescribe that a Physician should participate in professional meetings as a part of Continuing Medical

†Original notice of the question was received in Hindi.

Education (CME). In order to enhance professional skills and to update their medical knowledge, such CMEs must be attended by medical practitioners for at least 30 hours every 5 years, organised by reputed professional academic bodies or any other authorized organisations. The compliance of this requirement shall be informed regularly to MCI or State Medical Council by these bodies. The MCI regulations are statutory and binding on all the doctors registered with MCI or State Medical Councils.

(b) No, Sir.

(c) The MCI informed that insofar as illegal trading of human organs is concerned, it has not received any such complaint. However, with regard to unethical clinical trials, the MCI informed that a complaint was received in the year 2012 from Shrimati Brinda Karat, Former Member of Parliament (Rajya Sabha) relating to unethical clinical trials by doctors of Government hospitals as well as private doctors violating minimum standards of conducting clinical trials without patients' consent and for monetary benefit. MCI further informed that it had obtained detailed report from the Drug Controller General (India) and Directorate General of Health Services. The Ethics Committee of MCI decided to form a Sub-Committee to examine the matter in detail. The MCI has also received an appeal dated 16.03.2011 regarding unethical clinical trials against Tamil Nadu State Medical Council Order dated 21.12.2010. The MCI is taking necessary action in the matter as per the Indian Medical Council (Professional Conduct, Etiquette and Ethics) Regulations, 2002.

Development of airports in Andhra Pradesh

*210. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether about hundred cities are under the technical survey by Government to assess feasibility for development of airports;

(b) if so, the names of the cities under survey in Andhra Pradesh;

(c) the details of the present status of the survey; and

(d) by when, the new airports are proposed to be developed in Andhra Pradesh?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) to (c) No, Sir. However, in 2013 the following locations in the erstwhile Andhra Pradesh were surveyed to assess the potential for setting up of airports namely Nellore, Kurnool, Kadapa, Vijayawada, Guntur, Kakinada, Tirupati, Anantapur and

Ongole in Andhra Pradesh and Nizamabad, Karimnagar and Warangal in Telangana. So far, Kadapa, Vijayawada, Tirupati in Andhra Pradesh and Warangal in Telangana have been identified to promote regional air connectivity.

(d) The construction work in Kadapa airport has been completed and upgradation of Tirupati airport to international standards will be completed by June, 2015. However, development of airports at other locations depends upon factors such as availability of land, availability of mandatory clearances, environmental clearances, traffic projections, and provision of support services by the State Government such as access road to the airport, water supply, power supply, services of State Police and State Fire Staff for Security and Safety needs of the airport, etc.

Revenue contribution from Tamil Nadu

*211. DR. V. MAITREYAN: Will the Minister of FINANCE be pleased to state:

(a) the total revenue contribution from Tamil Nadu to central exchequer during the financial years 2010-11, 2011-12, 2012-13 and 2013-14;

(b) the total amount received by Tamil Nadu from the Centre during the period;

(c) whether Government has allocated Tamil Nadu its due share from the central exchequer; and

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

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) The information about State-wise collection of revenue is not maintained since central taxes like Income tax, Customs duty, Central Excise duty, Service tax etc. are collected by different offices of the concerned Department irrespective of the State where the transaction which occasioned the tax liability took place.

(b) The State of Tamil Nadu during the financial years 2010-11, 2011-12, 2012-13 and 2013-14 received total amount of ₹ 54001.37 crore as a share of Central Taxes/Duties from the Centre.

(c) and (d) In terms of accepted recommendations of the Thirteenth Finance Commission, share of Central Taxes/Duties which has been released to Government of Tamil Nadu from the central exchequer during the financial years 2010-11 to 2013-14 is as under:

(₹ in crore)

2010-11	2011-12	2012-13	2013-14
10913.97	12714.95	14519.69	15852.76

Interest rate charged on loans for dairy and animal husbandry

*212. SHRI M.P. ACHUTHAN: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the present interest rate charged by nationalized banks on loan to farmers engaged in dairy and animal husbandry is between 12.75 per cent to 16 per cent whereas for agricultural loan, the effective interest rate is below 8 per cent; and

(b) if so, whether Government will direct banks to offer loan for dairy and animal husbandry sector at par with agricultural loan?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) and (b) The interest rates have been deregulated by the Reserve Bank of India (RBI) and decided by the respective banks depending upon their Base Rates and cost of funds etc. However, under the Interest Subvention Scheme, short-term crop loans upto ₹ 3 lakhs are given by Banks at an interest rate of 7 per cent per annum. Besides, farmers who repay their short-term crop loans in time are given a further subvention of 3 per cent.

There is no proposal to offer loans for dairy and animal husbandry sector at par with short-term crop loans. However, under the Dairy Entrepreneurship Development Scheme (DEDS) of the Government of India, the beneficiaries are eligible for Back-ended Capital Subsidy of 25% (33.3% for SCs/STs) and the banks charge interest on the entire loan amount, until the subsidy portion is received and from the date of receipt of the subsidy, interest is charged only on the effective bank loan portion *i.e.* bank loan minus subsidy.

In addition, under National Livestock Mission, in order to encourage entrepreneurship development in various activities in poultry, small ruminants and piggery activities, a Back-ended Subsidy of 25% (33.33% for BPL/SCs/STs) in normal areas, 35% (50% for BPL/SCs/STs) in North East Region/Hill Areas/Left Wing Extremism (LWE) Affected Districts and 45% (60% for BPL/SCs/STs) in difficult areas is provided by the Government.

Utilization of loans taken by States

†*213. SHRI RAMDAS ATHAWALE: Will the Minister of FINANCE be pleased to state:

†Original notice of the question was received in Hindi.

- (a) whether various State Governments have taken loan from the Central Government during the last three years and till date;
- (b) if so, the details thereof as on date year-wise and State-wise; and
- (c) the purposes for which State Government had taken loan and the purposes for which they utilized the loan?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) to (c) Details of loans taken by the State Governments from Central Government during 2011-12, 2012-13 and 2013-14 are given in the Statement (*See* below).

In accordance with Twelfth Finance Commission (TFC) recommendations, Central Government has discontinued its loan intermediation role and stopped direct disbursement of Central loans to the States from TFC Award period 2005-10, except for EAPs loans which are passed on to the States on back to back basis. The loans taken by the State Governments from Central Government are primarily for Externally Aided Projects (EAPs). The utilization of loans for the purposes they are meant is subject to control of State and audit by the Comptroller and Auditor General of India (C&AG).

Statement

*Amount of Loan taken by the State Governments
from Central Government*

(₹ in crores)

States	2011-12 *	2012-13*	2013-14**
Andhra Pradesh	2719.01	1181.75	1342.29
Arunachal Pradesh	0.00	39.7	0
Assam	30.06	0	48.61
Bihar	826.56	508.02	549.66
Chhattisgarh	56.74	16.7	11.93
Goa	121.40	137.14	150.37
Gujarat	187.87	112.14	161.02
Haryana	96.19	51.07	337.72

States	2011-12 *	2012-13*	2013-14**
Himachal Pradesh	80.18	131.78	59.04
Jammu and Kashmir	22.71	14.18	15.28
Jharkhand	32.53	238.64	106.15
Karnataka	1267.06	1348.98	1158.71
Kerala	407.15	552.29	392.02
Madhya Pradesh	1032.60	1557.31	1212.44
Maharashtra	376.59	750.79	919.62
Manipur	0.00	0	0
Meghalaya	10.85	4.36	0.08
Mizoram	26.45	0.1	0.16
Nagaland	5.10	0	0
Odisha	232.76	402.48	577.23
Punjab	149.50	226.64	376.06
Rajasthan	337.10	199.88	409.75
Sikkim	5.81	2.28	1.47
Tamil Nadu	1179.74	1360.35	2011.34
Tripura	6.73	4.12	4.93
Uttarakhand	46.40	34.71	34.96
Uttar Pradesh	315.64	295.96	389.9
West Bengal	442.80	1489.33	729.02
TOTAL (STATES)	10015.53	10660.70	10999.76

* As per Union Finance Accounts 2011-12 and 2012-13 (provisional).

** Plan releases of loans as captured from Management Information System (MIS) report in the Plan Finance Management System.

Financial health of public sector banks

*214. SHRI D. RAJA: Will the Minister of FINANCE be pleased to state:

(a) the details of deposits, advances, profits, net and gross Non-Performing Assets (NPAs) of public sector banks, as on 31 March, 2014, bank-wise;

(b) whether it is a fact that the profitability of Public Sector Banks as on 31st March, 2014 has decreased and percentage of net and gross NPAs increased; and

(c) if so, the action taken by the Reserve Bank of India (RBI), which is the controller of the banks, with particular reference to weak banks like Punjab & Sind Bank, Dena Bank, Vijaya Bank, Bank of Maharashtra and Syndicate Bank etc.?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) and (b) The bank-wise details on Deposits, Advances, Profit After Tax (PAT), Gross Non-Performing Assets (GNPA), Net Non-Performing Assets (NNPAs) of Public Sector Banks (PSBs) as on 31st March, 2014 *vis-à-vis* the data as on 31st March 2013 is given in the Statement (*See* below).

(c) RBI conducts Annual Financial Inspection of the Banks, on the basis of which Monitorable Action Points are prescribed for the banks. Regular follow-up with the banks is done through the off-site and on-site inspection and analysis of the quarterly and annual results of the banks. RBI has prescribed guidelines of early recognition of financial distress, prompt steps for resolution and fair recovery for lenders, framework for revitalizing distressed assets in the economy RBI has advised banks to have system generated segment-wise information on non-performing assets and restructured assets including data on the opening balances, additions, reductions, closing balances, provisions held technical write-offs etc. Banks have been advised to take adequate steps to strengthen their risk management systems, credit appraisal and sanction process, post sanction monitoring and follow-up and have a robust Management Information System (MIS) mechanism. RBI has also taken bank specific action in case of United Bank of India putting it under Prompt Corrective Action to take various measures to improve income, launch special drives through recovery cells and aggressive target set for recovery of NPAs.

Statement

Bank-wise details of Advances/Deposits/PAT/Gross NPAs/Net NPAs for PSBs as on 31st March, 2014 (Vis-a-vis data as on 31st March, 2013)

Bank Name	Total Gross Advances		Total Deposits		Profit after Tax		Gross NPAs		Gross NPAs to Gross Advance (%)		Net NPAs		Net NPAs to Net Advances (%)	
	March	March	March	March	March	March	March	March	March	March	March	March	March	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Allahabad Bank	1,24,653	1,34,990	1,77,671	1,89,168	1,157	1,110	4,962	7,961	3,98	5,90	3,625	5,116	2,94	3,87
Andhra Bank	1,00,138	1,10,649	1,23,796	1,41,845	1,289	436	3,714	5,858	3,71	5,29	2,409	3,342	2,45	3,11
Bank of Baroda	2,28,557	2,77,855	3,41,706	3,79,054	3,536	3,387	6,551	9,894	2,87	3,56	3,108	5,042	1,39	1,85
Bank of India	2,04,036	2,64,260	2,94,067	3,63,590	2,368	2,061	7,152	10,274	3,51	3,89	5,264	6,672	2,61	2,57
Bank of Maharashtra	76,397	90,369	94,337	1,16,803	760	386	1,138	2,860	1,49	3,16	393	1,412	0.52	1.59
Bharatiya Mahila Bank Ltd.		89		87		12		0		0.00		0		0.00
Canara Bank	2,28,719	2,84,159	3,42,107	3,98,853	2,737	2,311	5,786	7,371	2,53	2,59	4,979	5,797	2,19	2,06

(Amounts in ₹ crore)

Central Bank of India	1,75,872	1,83,321	2,26,038	2,40,075	1,015	-1,263	8,456	11,500	4.81	6.27	4988	6649	2.91	3.75
Corporation Bank	1,19,354	1,38,643	1,66,005	1,93,393	1,435	562	2,048	4,737	1.72	3.42	1411	3181	1.19	2.32
Dena Bank	66,457	78,622	97,207	1,10,028	810	552	1,452	2,616	2.19	3.33	930	1819	1.41	2.35
IDBI Bank Ltd	1,88,095	1,85,461	2,25,807	2,34,987	1,690	594	6,450	9,949	3.43	5.36	3100	4893	1.68	2.72
Indian Bank	1,01,130	1,16,856	1,34,804	1,53,517	1,485	1,117	3,255	4,284	3.22	3.67	2148	2633	2.15	2.29
Indian Overseas Bank	1,44,894	1,61,998	1,95,457	2,19,731	442	446	5,621	7,838	3.88	4.84	3450	5097	2.44	3.24
Oriental Bank of Commerce	1,30,186	1,40,765	1,75,898	1,93,489	1,328	1,139	4,184	5,618	3.21	3.99	2454	3224	1.92	2.34
Punjab & Sindh Bank	51,843	57,858	70,642	84,730	339	301	1,537	2,554	2.96	4.41	1110	1919	2.16	3.35
Punjab National Bank	2,83,123	3,19,010	3,75,327	4,18,473	4,545	3,080	13,255	18,611	4.68	5.83	6971	9882	2.53	3.21
Syndicate Bank	1,24,282	1,43,735	1,67,055	1,86,966	1,919	1,668	2,816	4,264	2.27	2.97	1003	2460	0.82	1.74
UCO Bank	1,19,205	1,40,228	1,58,386	1,82,730	569	1,417	6,905	6,275	5.79	4.47	3715	2798	3.20	2.05
Union Bank	1,98,894	2,16,751	2,60,998	2,92,812	2,070	1,599	6,143	9,142	3.09	4.22	3272	5125	1.68	2.42
United Bank of India	69,708	67,982	1,00,652	1,11,510	392	-1,213	2,964	7,118	4.25	10.47	1992	4664	2.90	7.18
Vijaya Bank	70,514	82,425	97,017	1,24,296	586	416	1,533	1,986	2.17	2.41	911	1262	1.31	1.55
Nationalised Bank	28,06,057	31,96,023	38,24,977	43,36,136	30,473	20,117	95,922	1,40,709	3.42	4.40	57234	82986	2.08	2.65

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
State Bank of Bikaner and Jaipur	58,474	65,333	72,116	73,875	730	732	2,119	2,733	3,62	4.18	1181	1572	2,05	2.45	
State Bank of Hayderabad	92,023	98,827	1,13,324	1,19,510	1,250	1,020	3,186	5,824	3,46	5.89	1449	2651	1.61	2.77	
State Bank of India	9,09,492	10,30,820	11,30,137	13,05,984	11,699	8,605	48,378	57,819	5,32	5.61	17060	29623	1.94	2.97	
State Bank of Maysore	45,981	50,862	56,969	61,560	416	274	2,081	2,819	4.5	5.54	1209	1630	2.69	3.29	
State Bank of Patiala	75,460	77,811	88,672	89,673	667	448	2,453	3,758	3.25	4.83	1194	2405	1.61	3.17	
State Bank of Travancore	68,389	70,772	84,624	89,337	615	316	1,750	3,077	2.56	4.35	989	1710	1.46	2.46	
SBI Group	12,49,817	13,94,425	15,45,842	17,39,939	15,377	11,394	59,967	76,030	4.80	5.45	23081	39591	1.90	2.93	
Public Sector	40,55,874	45,90,448	53,70,819	60,76,075	45,850	31,511	1,55,890	2,16,759	3.84	4.72	80314	122578	2.02	2.74	

Source: RBI OSMOS Database (Domestic Operations)

Investment by Indian companies abroad

*215. SHRI T.K. RANGARAJAN: Will the Minister of FINANCE be pleased to state:

- (a) the number of Indian companies investing in foreign countries;
- (b) the total investments made by Indian companies; and
- (c) the repatriation of dividend/profits by these companies over the past three years?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) The number of Indian companies investing in foreign countries is 7430.

(b) The total investments made by Indian companies: USD 271023.172 million.

(c) During the last three years (from April 1, 2011 to March 31, 2014), USD 4028.06 million was repatriated as dividend and USD 1204.78 million as profit by these companies.

Victims of drug trial in Tamil Nadu

*216. SHRI ARVIND KUMAR SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether 254 women have died due to a US funded clinical trial for cervical cancer in Tamil Nadu and Maharashtra, if so, the details thereof;
- (b) whether compensation has not been paid to kin of victims, if so, the reasons therefor;
- (c) if not, the amount paid, so far, as compensation, victim-wise;
- (d) whether Government has initiated inquiry into the death of women and has fixed responsibility in this regard, if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (e) It is not true that 254 women had died due to US funded clinical trials on cervical cancer in Tamil Nadu and Maharashtra. However, there is a report of deaths of women during a study to assess efficacy of cervical cancer screening and breast cancer screening strategies in reducing mortality from cervical and breast cancers among women. The study has compared the cancer death rates among women offered screening

to those offered no screening. However, those offered no screening were counselled to report to health facilities. This was part of the studies funded by US National Cancer Institute and Bill and Melinda Gates Foundation and conducted by Tata Memorial Hospital, Mumbai and International Agency for Research on Cancer, WHO. Since these deaths are not attributable to clinical trial, the question of compensation, inquiry into the deaths and fixing of responsibility do not arise.

Airports in Gujarat

*217. SHRI CHUNIBHAI KANJIBHAI GOHEL: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) the total number of airports in Gujarat;
- (b) the number of airports, out of them, where no commercial activity is taking place; and
- (c) the reasons for not using these airports for commercial activities?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) There are 27 airports/airfields in Gujarat of which 9 airports belong to Airports Authority of India (AAI), 5 belong to Indian Air Force (IAF), 2 belong to private parties and 11 belong to the State Government of Gujarat. AAI also maintains Civil Enclaves at two IAF airports.

(b) and (c) Among these, one IAF airfield and 10 State Government aerodromes are not operational. Further the AAI airports at Kandla, Keshod and Deesa do not have scheduled flights and are not used for commercial activities. The airlines provide air services to specific places depending on the traffic demand and commercial viability of such operations while complying with Route Dispersal Guidelines.

Financial assistance for new industry in Gujarat

†*218. SHRI LAL SINH VADODIA: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) the funds provided to industrial establishments for setting up of new industries in Gujarat by the Ministry; and
- (b) the number of industrial establishments of Gujarat which have availed this benefit?

†Original notice of the question was received in Hindi.

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) and (b) For setting up of new micro-enterprises in the non-farm sector, Government in the Ministry of Micro, Small and Medium Enterprises (MSME) has been implementing a credit-linked subsidy programme named Prime Minister's Employment Generation Programme (PMEGP) since 2008-09 through Banks with Khadi and Village Industries Commission (KVIC) as nodal agency at the national level for generating employment in the country including in Gujarat. Under PMEGP, general category beneficiaries can avail of margin money subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to special categories such as scheduled castes, Scheduled tribes, OBCs, minorities, women, ex-servicemen, physically handicapped, beneficiaries belonging to North Eastern Region, hill and border areas, etc., the margin money subsidy is 35% in rural areas and 25% in urban area. The maximum cost of project is ₹ 25 lakh in the manufacturing sector and ₹ 10 lakh in the service sector. In Gujarat, since inception of PMEGP, an amount of ₹ 222.78 crore was released by way of margin money subsidy, out of which ₹ 207.69 crore was utilized till June 2014. A total of 6862 micro enterprises have been setup providing employment to about 75,000 persons till June 2014.

Development of domestic air cargo terminals

*219. SHRI AAYANUR MANJUNATHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has identified 24 airports for being developed as domestic air cargo terminals;

(b) if so, the names of places where these domestic cargo terminals are being developed; and

(c) whether it is a fact that air cargo constitutes about 10 per cent of revenue earning of the airline industry?

THE MINISTER OF CIVIL AVIATION (SHRI ASHOK GAJAPATHI RAJU PUSAPATI): (a) and (b) Government accords priority to the development and strengthening of Air Cargo Logistics infrastructure in the country. Air Cargo terminals including domestic cargo facilities at the airports of Airports Authority of India and Joint Venture airports are developed by the respective airport operators from time to time based on their assessment of existing market conditions and future potential for such facilities. The viability of establishing such facilities including its revenue and expenditure and the timelines are dependent upon the business models of the respective airport operators.

(c) No Sir. As per information furnished by Scheduled carriers in India, revenue from Air Cargo constitutes less than 10% of their total revenue earnings.

**Study by Global Financial Integrity on illegal financial
flow out of the country**

*220. SHRI RITABRATA BANERJEE: Will the Minister of FINANCE be pleased to state:

(a) whether according to a study by the Global Financial Integrity (GFI), India is losing nearly ₹ 240 crores every 24 hours, on average, due to illegal Financial flow out of the country;

(b) if so, the details thereof;

(c) whether Government intends to seek active reform of the taxation agreements with various countries;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF FINANCE (SHRI ARUN JAITLEY): (a) and (b) A news item published in “The Hindu” on 18th November, 2010, stated that India was losing nearly ₹ 240 crore every 24 hours, on average, due to illegal financial flows out of the country. This news item was based on a Report of Global Financial Integrity published in November 2010, titled “The Drivers and Dynamics of illicit Financial Flows from India: 1948-2008”, available at <http://www.gfintegrity.org/wp-content/uploads/2014/02/GFI-India-Final.pdf>, which estimated that between 1948 and 2008, a total amount of US\$ 213.2 billion had been shifted out of India through illicit outflows.

(c) to (e) The Government of India has signed a number of Double Taxation Avoidance Agreements (DTAAs) and Tax Information Exchange Agreements (TIEAs) with various countries/jurisdictions. It has also joined the Multilateral Convention on Mutual Administrative Assistance in Tax Matters (Multilateral Convention) and SAARC Multilateral Agreement. Under these agreements, information as is foreseeably relevant for administration or enforcement of the domestic laws concerning taxes in specific cases can be received from our treaty partners. The status of these Agreements as on 30th, June, 2014, is given in the Statement (*See* below). In addition, negotiations for entering into new DTAAs with Azerbaijan, Chile, Hongkong, Iran, Nigeria and Venezuela and negotiations

for entering into new TIEAs with Costa Rica, Democratic Republic of Congo, Panama, Maldives, Saint Kitts and Nevis, Seychelles, Andorra, Anguilla, Antigua and Barbuda, Aruba.

Barbados, Brunei Darussalam, Cook Islands, Curacao, Dominica, Dominican Republic, Faroe Islands, Greenland, Grenada, Honduras, Jamaica, Montserrat, Peru, Saint Lucia, Saint Vincent and the Grenadines, Samoa, Saint Maarten, Turks and Caicos and Vanuatu are going on.

Statement

Status of India's tax treaties as on 30th June, 2014

Sl.No.	Jurisdiction	Type of EOI agreement	Date signed	Date from which in force
1	2	3	4	5
1.	Afghanistan	SAARC Multilateral Agreement	13.11.2005	19.5.2010
2.	Albania	Double Taxation Avoidance Agreement ("DTAA")	08.07.2013	4.12.2013
		Multilateral Convention on Mutual Administrative Assistance in Tax Matters ("Multilateral Convention")	1.3.2013	1.12.2013
3.	Andorra	Multilateral Convention	05.11.2013	Not yet in force in Andorra
4	Anguilla	Multilateral Convention	Extension by the United Kingdom	01.03.2014
5.	Argentina	Taxation Information Exchange Agreement ("TIEA")	21.11.2011	28.01.2013
		Multilateral Convention	03.11.2011	01.01.2013
6.	Armenia	DTAA	31.10.2003	09.09.2004
7.	Aruba	Multilateral Convention	Extension by the Netherlands	01.09.2013

1	2	3	4	5
8.	Australia	DTAA	25.07.1991	30.12.1991
		Protocol	16.12.2011	02.04.2013
		Multilateral Convention	03.11.2011	01.12.2012
9.	Austria	DTAA	08.11.1999	05.09.2001
		Multilateral Convention	29.5.2013	Not yet in force in Austria
10.	Bahamas	TIEA	11.02.2011	01.03.2011
11.	Bahrain	TIEA	31.05.2012	11.04.2013
12.	Bangladesh	DTAA	27.08.1991	27.05.1992
		Protocol	16.02.2013	13.06.2013
		SAARC Multilateral Agreement	13.11.2005	19.05.2010
13.	Belarus	DTAA	27.09.1997	17.07.1998
14.	Belgium	DTAA	26.04.1993	01.10.1997
		Multilateral Convention	04.04.2011	Not yet in force in Belgium
15.	Belize	TIEA	18.09.2013	25.11.2013
		Multilateral Convention	29.05.2013	01.09.2013
16.	Bermuda	TIEA	07.10.2010	03.11.2010
		Multilateral Convention	Extension by United Kingdom	01.03.2014
17.	Bhutan	SAARC Multilateral Agreement	13.11.2005	19.05.2010
		DTAA	04.03.2013	Not yet in force
18.	Botswana	DTAA	08.12.2006	30.01.2008
19.	Brazil	DTAA	26.04.1988	11.03.1992
		Protocol	15.10.2013	Not yet in force
		Multilateral Convention	03.11.2011	Not yet in force in Brazil

1	2	3	4	5
20.	British Virgin Islands	Multilateral Convention	Extension by United Kingdom	01.03.2014
21.	Bulgaria	DTAA	26.05.1994	23.06.1995
22.	Canada	DTAA	11.01.1996	06.05.1997
		Multilateral Convention	03.11.2011	01.03.2014
23.	Cayman Islands	TIEA	21.03.2011	08.11.2011
		Multilateral Convention	Extension by United Kingdom	01.01.2014
24.	China	DTAA	18.07.1994	21.11.1994
		Multilateral Convention	27.08.2013	Not yet in force in China
25.	Chinese Taipei (Taiwan)	DTAA	12.07.2011	12.08.2011
26.	Chile	Multilateral Convention	24.10.2013	Not yet in force in Chile
27.	Colombia	DTAA	13.05.2011	Not yet in force
		Multilateral Convention	23.05.2012	01.07.2014
28.	Costa Rica	Multilateral Convention	01.03.2012	01.08.2013
29.	Croatia	Multilateral Convention	11.10.2013	01.06.2014
30.	Curacao	Multilateral Convention	Extension by the Netherlands	01.09.2013
31.	Cyprus	DTAA	13.06.1994	21.12.1994
32.	Czech Republic	DTAA	01.10.1998	27.09.1999
		Multilateral Convention	26.10.2012	01.02.2014

1	2	3	4	5
33.	Denmark ¹	DTAA	08.03.1989	13.06.1989
		Protocol	10.10.2013	Not yet in force
		Multilateral Convention	27.05.2010	01.06.2011
34.	Egypt(United Arab Republic)	DTAA	20.02.1969	30.09.1969
35.	Estonia	DTAA	19.09.2011	20.06.2012
		Multilateral Convention	29.05.2013	Not yet in force in Estonia
36.	Ethiopia	DTAA	25.05.2011	15.10.2012
37.	Faroe Islands	Multilateral Convention	Extension by Denmark	01.06.2011
38.	Fiji	DTAA	30.01.2014	15.05.2014
39.	Finland	DTAA	15.01.2010	19.04.2010
		Multilateral Convention	27.05.2010	01.06.2011
40.	France	DTAA	29.09.1992	01.08.1994
		Multilateral Convention	27.05.2010	01.04.2012
41.	Georgia	DTAA	24.08.2011	08.12.2011
		Multilateral Convention	03.11.2010	01.06.2011
42.	Germany	DTAA	19.06.1995	26.10.1996
		Multilateral Convention	03.11.2011	Not yet in force in Germany
43.	Ghana	Multilateral Convention	10.07.2012	01.09.2013
44.	Gibraltar	TIEA	01.02.2013	11.03.2013
		Multilateral Convention	Extension by the United Kingdom	01.03.2014
45.	Green Land	Multilateral Convention	Extension by the Denmark	01.06.2011

¹Under a protocol, the DTC with Denmark is extended to apply in its entirety to the territory of the Faroe Islands.

1	2	3	4	5
46.	Greece	DTAA	11.02.1965	17.03.1967
		Multilateral Convention	21.02.2012	01.09.2013
47.	Guatemala	Multilateral Convention	05.12.2012	Not yet in force in Guatemala
48.	Guernsey	TIEA	20.12.2011	11.06.2012
49.	Hungary	DTAA	03.11.2003	04.03.2005
		Multilateral Convention	12.11.2013	Not yet in force in Hungary
50.	Iceland	DTAA	23.11.2007	21.12.2007
		Multilateral Convention	27.05.2010	01.02.2012
51.	Indonesia	DTAA	07.08.1987	19.12.1987
		Revised DTAA	27.07.2012	Not yet in force
		Multilateral Convention	03.11.2011	Not yet in force in Indonesia
52.	Ireland	DTAA	06.11.2000	26.12.2001
		Multilateral Convention	30.06.2011	01.09.2013
53.	Isle of Man	TIEA	04.02.2011	17.03.2011
		Multilateral Convention	Extension by the United Kingdom	01.03.2014
54.	Israel	DTAA	29.01.1996	15.05.1996
55.	Italy	DTAA	19.02.1993	23.11.1995
		Multilateral Convention	27.05.2010	01.05.2012
56.	Japan	DTAA	07.03.1989	29.12.1989
		Multilateral Convention	03.11.2011	01.10.2013
57.	Jersey	TIEA	03.11.2011	08.05.2012

1	2	3	4	5
58.	Jordan	DTAA	20.04.1999	16.10.1999
59.	Kazakhstan	DTAA	09.12.1996	02.10.1997
		Multilateral Convention	23.12.2013	Not yet in force in Kazakhstan
60.	Kenya	DTAA	12.04.1985	20.08.1985
61.	Korea	DTAA	19.07.1985	01.08.1986
	Republic	Multilateral Convention	27.05.2010	01.07.2012
62.	Kuwait	DTAA	15.06.2006	17.10.2007
63.	Kyrgyz Republic	DTAA	13.04.1999	10.01.2001
64.	Latvia	DTAA	18.09.2013	28.12.2013
		Multilateral Convention	29.05.2013	Not yet in force in Latvia
65.	Liechtenstein	TIEA	28.03.2013	20.01.2014
		Multilateral Convention	21.11.2013	Not yet in force in Liechtenstein
66.	Liberia	TIEA	03.10.2011	30.03.2012
67.	Libya	DTAA	02.03.1981	01.07.1982
68.	Lithuania	DTAA	26.07.2011	10.07.2012
		Multilateral Convention	07.03.2013	01.06.2014
69.	Luxembourg	DTAA	02.06.2008	09.07.2009
		Multilateral Convention	29.05.2013	Not yet in force in Luxembourg
70.	Macau, China	TIEA	03.01.2012	16.04.2012
71.	Macedonia	DTAA	17.12.2013	Not yet in force
72.	Malaysia	DTAA	14.05.2001	14.08.2003

1	2	3	4	5
		Revised DTAA	09.05.2012	26.12.2012
73.	Maldives	SAARC Multilateral Agreement	13.11.2005	19.05.2010
74.	Malta	DTAA	28.09.1994	08.02.1995
		Revised DTAA	08.04.2013	Not yet in force
		Multilateral Convention	26.10.2012	01.09.2013
75.	Mauritius	DTAA	24.08.1982	06.12.1983
76.	Mexico	DTAA	10.09.2007	01.02.2010
		Multilateral Convention	27.05.2010	01.09.2012
77.	Moldova	Multilateral Convention	27.01.2011	01.03.2012
78.	Monaco	TIEA	31.07.2012	27.03.2013
79.	Mongolia	DTAA	22.02.1994	29.03.1996
80.	Montenegro	DTAA	08.02.2006	23.09.2008
81.	Montserrat	Multilateral Convention	Extension by the United Kingdom	01.10.2013
82.	Morocco	DTAA	30.10.1998	20.02.2000
		Protocol	08.08.2013	Not yet in force
		Multilateral Convention	21.05.2013	Not yet in force in Morocco
83.	Mozambique	DTAA	30.09.2010	28.02.2011
84.	Myanmar	DTAA	02.04.2008	30.01.2009
85.	Namibia	DTAA	15.02.1997	22.01.1999
86.	Nepal	DTAA	18.01.1987	01.11.1988
		Revised DTAA	27.11.2011	16.03.2012
		SAARC Multilateral Agreement	13.11.2005	19.05.2010

1	2	3	4	5
87.	Netherlands	DTAA	30.07.1988	21.01.1989
		Protocol	10.05.2012	02.11.2012
		Multilateral Convention	27.05.2010	01.09.2013
88.	New Zealand	DTAA	17.10.1986	03.12.1986
		Multilateral Convention	26.10.2012	01.03.2014
89.	Nigeria	Multilateral Convention	29.05.2013	Not yet in force in Nigeria
90.	Norway	DTAA	02.02.2011	20.12.2011
		Multilateral Convention	27.05.2010	01.06.2011
91.	Oman	DTAA	02.04.1997	03.06.1997
92.	Pakistan	SAARC Multilateral Agreement	13.11.2005	19.05.2010
93.	Philippines	DTAA	12.02.1990	21.03.1994
94.	Poland	DTAA	21.06.1989	26.10.1989
		Protocol	29.01.2013	01.06.2014
		Multilateral Convention	09.07.2010	01.10.2011
95.	Portugal	DTAA	11.09.1998	30.04.2000
		Multilateral Convention	27.05.2010	Not yet in force in Portugal
96.	Qatar	DTAA	07.04.1999	15.01.2000
97.	Romania	DTAA	10.03.1987	14.11.1987
		Revised DTAA	08.03.2013	26.12.2013
		Multilateral Convention	15.10.2012	01.06.2014
98.	Russia	DTAA	25.03.1997	11.04.1998
		Multilateral Convention	03.11.2011	Not yet in force in Russia

1	2	3	4	5
99.	San Marino	TIEA	19.12.2013	Not yet in force
		Multilateral Convention	21.11.2013	Not yet in force in San Marino
100.	Saudi Arabia	DTAA	25.01.2006	01.11.2006
		Multilateral Convention	29.05.2013	Not yet in force in Saudi Arabia
101.	Serbia	DTAA	08.02.2006	23.09.2008
102.	Singapore	DTAA	24.01.1994	27.05.1994
		Protocol	29.06.2005	01.08.2005
		Protocol	24.06.2011	01.09.2011
		Multilateral Convention	29.05.2013	Not yet in force in Singapore
103.	Sint Maarten	Multilateral Convention	Extension by the Netherlands	01.09.2013
104.	Slovak Republic	Multilateral Convention	29.05.2013	01.03.2014
105.	Slovenia	DTAA	13.01.2003	17.02.2005
		Multilateral Convention	27.05.2010	01.06.2011
106.	South Africa	DTAA	04.12.1996	28.11.1997
		Protocol	26.7.2013	Not yet in force
		Multilateral Convention	03.11.2011	01.03.2014
107.	Spain	DTAA	08.02.1993	12.01.1995
		Protocol	26.10.2012	Not yet in force
		Multilateral Convention	11.03.2011	01.01.2013
108.	Sri Lanka	DTAA	27.01.1982	19.04.1983
		Revised DTAA	22.01.2013	22.10.2013

1	2	3	4	5
		SAARC Multilateral Agreement	13.11.2005	19.05.2010
109.	Sudan	DTAA	22.10.2003	15.04.2004
110.	Sweden	DTAA	24.06.1997	25.12.1997
		Protocol	07.02.2013	16.08.2013
		Multilateral Convention	27.05.2011	01.09.2011
111.	Switzerland	DTAA	02.11.1994	29.12.1994
		Protocol	30.08.2010	07.10.2011
		Multilateral Convention	15.10.2013	Not yet in force in Switzerland
112.	Syria	DTAA	06.02.1984	25.06.1985
		Revised DTAA	18.06.2008	10.11.2008
113.	Tanzania	DTAA	27.05.2011	12.12.2011
114.	Tajikistan	DTAA	20.11.2008	10.04.2009
115.	Thailand	DTAA	22.03.1985	13.03.1986
116.	Trinidad and Tobago	DTAA	08.02.1999	13.10.1999
117.	Tunisia	Multilateral Convention	16.07.2012	01.02.2014
118.	Turkey	DTAA	31.01.1995	01.02.1997
		Multilateral Convention	03.11.2011	Not yet in force in Turkey
119.	Turkmenistan	DTAA	25.02.1997	07.07.1997
120.	Turks and Caicos	Multilateral Convention	Extension by the United Kingdom	01.12.2013
121.	Uganda	DTAA	30.04.2004	27.08.2004
122.	Ukraine	DTAA	07.04.1999	31.10.2001
		Multilateral Convention	27.05.2010	01.09.2013

1	2	3	4	5
123.	United Arab Emirates	DTAA Protocol Protocol	29.04.1992 26.03.2007 16.04.2012	22.09.1993 03.10.2007 12.03.2013
124.	United Kingdom	DTAA Protocol Multilateral Convention	25.01.1993 30.10.2012 27.05.2010	26.10.1993 27.12.2013 01.10.2011
125.	United States	DTAA Multilateral Convention	12.09.1989 27.05.2010	18.12.1990 Not yet in force in United States
126.	Uruguay	DTAA	08.09.2011	21.6.2013
127.	Uzbekistan	DTAA Protocol	29.07.1993 11.04.2012	25.01.1994 20.07.2012
128.	Virgin Islands (British)	TIEA	09.02.2011	22.08.2011
129.	Vietnam	DTAA	07.09.1994	02.02.1995
130.	Zambia	DTAA	05.06.1981	18.01.1984

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Air cargo terminal at Indore

†1366. DR. CHANDAN MITRA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the proposal to construct air cargo terminal at Devi Ahilya Bai Holkar Airport at Indore is under the consideration of Government;
- (b) if so, the details thereof; and
- (c) the steps taken by Government for the approval and implementation of this proposal at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) No, Sir.

(b) and (c) Do not arise.

†Original notice of the question was received in Hindi.

Heavy losses to Air India

1367. SHRI C.M. RAMESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India is incurring heavy losses after inducting Air Bus and Dream-liner in its fleet; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) No, Sir. The losses to Air India is not on account of induction of Airbus or Dreamliner. In fact it is because of the reasons given as below:

- (i) High operating cost environment.
- (ii) Increase in the prices of Aircraft Fuel.
- (iii) Depreciation of Indian Rupee *vis a vis* US dollar.
- (iv) Increase in interest cost due to high working capital and aircraft loans.
- (v) Global recession leading to pressure on yields.
- (vi) Entry of low cost carriers on domestic and competition from foreign carriers in the international market thus resulting in decline in yields.
- (vii) High airport charges.
- (viii) Static market conditions.
- (ix) Moderate growth in Aviation Sector.

Development of new airports in different States

1368. SHRI PARVEZ HASHMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the number of new airports to be developed in different States, State-wise;

(b) the names of the States where airports of international standard are proposed to be set up;

(c) the estimated cost on the proposed plan for setting up of small and big airports in these States and comprehensive details thereof; and

(d) by when the facility of new airports would be available to the domestic and international passengers?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (c) Government of India has granted "in principle" approval for setting up of the 15 Greenfield airports in the country. The list of these airports along with estimated project cost are as under: Mopa in Goa (approx. ₹ 3000 crore), Navi Mumbai (approx. ₹ 14500 crore), Shirdi (approx. ₹ 300 crore) and Sindhudurg (approx. ₹ 350 crore) in Maharashtra, Bijapur (approx. ₹ 150 crore), Gulbarga (₹ 13.78 crore in initial phase) Hasan (approx. ₹ 313 crore) and Shimoga (approx. ₹ 38.91 crore in initial phase) in Karnataka, Kannur (approx. ₹ 1800 crore) and Aranmula (approx. ₹ 2000 crore) in Kerala, Durgapur (approx. ₹ 480 crore) in West Bengal, Dabra (approx. ₹ 200 crore) in Madhya Pradesh, Pakyong (approx. ₹ 309 crore) in Sikkim, Karaikal in Pudducherry (approx. ₹ 280 crore) and Kushinagar (approx. ₹ 355 crore) in Uttar Pradesh. Out of the above, airports at Mopa in Goa, Navi Mumbai, Shirdi in Maharashtra, Kannur in Kerala and Kushinagar in Uttar Pradesh have been given permission for international operations.

(d) The development of airports depends upon many factors such as availability of land availability of mandatory clearances, environmental clearances, traffic projections, and provision of support services by the State Government such as access road to the airport, water supply, power supply, services of State Police a State Fire Staff for Security and Safety needs of the airport, etc.

Huge losses to civil aviation sector

1369. SHRI BALWINDER SINGH BHUNDER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are reports that civil aviation sector is on the verge of collapse as the accumulated losses of the sector reached ₹ 49,000 crores;

(b) if so, the details thereof; and

(c) what efforts are being made to prevent the sector from collapse.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Profits and losses of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 is given in the Statement (*See* below).

(c) The Government has taken several measures like persuading State Governments to reduce VAT on ATF, allowing direct import fuel by Indian carriers as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$ 1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft

Statement

Details of Financial Summary of scheduled Indian carriers over the last four years

Carrier	Operating result (₹ in Million)			
	2009-10	2010-11	2011-12	2012-13
National Carrier				
NACIL (AI+IC combined)	-31784.0	-37408.0	-51001.8	-29866.5*
AI Express	-1556.0	-3196.1	-3225.3	N/A
Allance Air	-393.2	-265.3	-1150.2	-1729.5*
TOTAL	-33,733.2	-40,869.4	-55,377.3	-31,596.0
Private Scheduled Domestic Airlines				
Jet Airways	2006.1	6800.1	-6547.7	1225.8
Jet Lite (P) Ltd.	609.2	-609.7	-2885.4	-2468.0
Go Air	-126.8	1481.4	-746.5	850.9
Kingfisher	-11166.6	-2366.9	-	-
Spice Jet	606.0	1281.6	-6293.7	-2798.2*
Indigo	4467.0	6024.9	-876.8	7957.9
TOTAL	-3,605.1	12,611.4	-17,350.1	4,768.4
GRAND TOTAL	-37,338.32	-29,022.9	-72,727.40	-26,827.60

Source: ICAO ATR form EF furnished by scheduled Indian carriers

*Provisional figures

Losses of Air India

1370. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Air India has posted huge loss amounting to ₹ 5000 crore in 2013-14;
- (b) if so, the details thereof;
- (c) whether Air India has come out with the bailout package for the consideration of Government;
- (d) if so, the details thereof; and
- (e) the reasons for such huge losses and the details of the steps taken by Government to streamline the system in Air India?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. The Loss amount for the financial year 2013-14 is provisionally estimated at ₹ 5,388.82 Crores. Details are as follows-

(₹ in crores)

Sl. No.	Particulars	2013-14 (Prov.)
1.	Operating Revenue	19,170.38
2.	Operating Expenses	21,294.16
3.	Operating Profit/(Loss)	(2,123.78)
4.	Total Revenue including Extraordinary/Exceptional items	19,661.78
5.	Total Expenses	(25,050.60)
6.	(Loss) After Tax	(5,388.82)

(c) and (d) Yes, Sir. In view of the losses suffered by Air India upto 2010-11 and its mounting debt burden, Air India formulated a Turnaround Plan (TAP), comprising an Operational Turnaround Plan and a Financial Restructuring Plan (FRP).

The TAP/ FRP of Air India was presented to the Group of Ministers (GoM) on Civil Aviation. The GoM further constituted a Committee of Group of Officers (GoO) under the Ministry of Finance. The GoO submitted their recommendations to GoM in October, 2011.

The GoM accepted the recommendations of GoO, which were placed before the Cabinet for consideration.

The CCEA approved Air India's TAP and FRP on 12.04.2012, that provided for infusion of additional equity by the Government, cost reduction and improved operational performance. The financial support approved under TAP from the Government is as under:

- (i) Induction of upfront equity of ₹ 6,750 crores,
- (ii) Equity for Cash deficit support of ₹ 4,552 crores from FY 2012-13 to FY 2017-18.
- (iii) Equity for already guaranteed aircraft loan of ₹18,929 crores till FY 2021
- (iv) GOI Guarantee for repayment of Principal amount and payment of Interest on the Non- Convertible Debentures (NCDs) of ₹ 7400 crores proposed to be issued by Air India to the financial institutions, Banks, LIC, EPFO etc.

Till date, an amount of ₹ 5033 crores has been released as equity support to Air India.

- (e) The reasons for the losses are as under:
 - (i) High operating cost environment.
 - (ii) Increase in the prices of Aircraft Fuel.
 - (iii) Depreciation of Indian Rupee *vis a vis* US dollar.
 - (iv) Increase in interest cost due to high working capital and aircraft loans.
 - (v) Global recession leading to pressure on yields.
 - (vi) Entry of low cost carriers on domestic and competition from foreign carriers in the international market resulting in decline in yields.
 - (vii) High airport charges.

As a part of the TAP/FRP, Govt. has laid down performance milestones for Air India and constituted an inter Ministerial Oversight Committee to monitor the performance of Air India *vis-a-vis* milestones set in the TAP. Besides, following steps are taken to streamline the system in Air India:

- (i) Complete route rationalization of erstwhile Air India and Indian Airlines routes and elimination of route network involving parallel operations

- (ii) Rationalization of certain loss making routes
- (iii) Induction of brand new aircrafts on several domestic and international routes to increase passengers appeal
- (iv) Phasing out of old fleet and consequential reduction in maintenance cost
- (v) Return of leased aircraft at the end of their tenure or prematurely
- (vi) Freezing of employment in non-operational areas
- (vii) Redeployment of staff to cut in-fructuous expenditure
- (viii) Phasing out of ageing fleet including B747-400 having high operational cost
- (ix) Relocation of Executive Directors/India Based officers from abroad back to India
- (x) Closure of overseas offline offices at certain locations
- (xi) Dismantling of the Frankfurt hub and establishment of a hub at Delhi resulting in substantial saving due to restructuring of routes
- (xii) Establishment of Integrated Operations Control Centres.

Improvement in quality of air services

1371. SHRI C.P. NARAYANAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether most of the airlines both in public and private sectors in India are running in loss;
- (b) if so, whether it is due to lack of traffic or cut-throat competition,
- (c) whether there are complaints of exorbitant charges being slapped by airlines in certain sectors; and
- (d) the details of Government's plan for improvement in quality of air services to make airlines efficient and also traveller-friendly?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) Yes, Sir.

- (b) The spiraling cost of Aviation Turbine Fuel (ATF), global economic slow-down, low-yield due to intense competition and consequent widening gap between revenue

and expenses and depreciation of rupee have contributed to financial crisis of the airline sector. Over the years, the operational costs for the airlines have gone up mainly due to increase in fuel prices and depreciation of Rupee. Further, the airport/user development fees have gone up for some major airports.

(c) Air fares are fixed by the airlines based on interplay of market forces and are not determined by the Government. Airlines are free to fix tariff under the provision of Sub-rule (1) of Rule 135, Aircraft Rules 1937 having regard to relevant factors, including the cost of operation, characteristic of services, reasonable profit and the generally prevailing tariff. Scheduled airlines offer different fare buckets for each flight. The airline pricing runs into multiple levels in keeping with global industry practice and airlines offer fares in different fare buckets as per respective airline policy.

(d) Civil Aviation is a dynamic sector which requires continuous adjustment according to global and domestic needs. The Government has constantly been responding to changing scenario and undertaking sector specific measures to facilitate and enable growth of the sector. Government has taken several measures to revive the aviation industry and ensure long term viability, of the sector, which include:

- (i) The issue of rationalization of VAT on ATF, has been taken up with the State Govts.
- (ii) Director General of Foreign Trade has allowed direct import of ATF by airlines on actual user basis.
- (iii) Foreign airlines have been allowed to invest in the equity of domestic carriers up to 49 percent.
- (iv) ECB upto \$ USD 1 billion has been permitted for the airlines to meet their working capital requirement.

Low-cost airports in Bihar

1372. SHRI RAM NATH THAKUR:

DR. ANIL KUMAR SAHANI:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has proposed to set up three new low-cost airports in Bihar including Muzaffarpur;
- (b) if so, the details thereof;
- (c) the time by which these airports are likely to be made operational;

(d) whether lack of air connectivity in Bihar hampers the tourism development in the State; and

(e) if so, the steps being taken by Government to improve air connectivity and infrastructure in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (c) Yes, Sir. Raxaul and Gaya in Bihar have been identified for setting up no frills airports. Out of this, Gaya is an Operational Custom airport and Raxaul is a Non- operational airport. The development of an individual airport depends upon many factors such as availability of land, availability of mandatory clearances, environmental clearances, traffic projections, and provision of support services by the State Government such as access road to the airport, water supply, power supply, services of State Police and State Fire Staff for Security and Safety needs of the airport, etc.

(d) and (e) The development of airport is a continuous process and depends upon traffic demand, commercial viability, socio-economic considerations, availability of land, etc. Air connectivity to the tourist places generally facilitates movement of tourists. However, air connectivity to an airport depends upon many factors such as traffic demand, commercial viability, etc.

AAI equity in Delhi and Mumbai airports

1373. SHRI D. RAJA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has any equity in Delhi and Mumbai airports;

(b) if so, the details thereof;

(c) the reasons for not mentioning the name AAI in these airports; and

(d) the details of the terms and conditions signed for development of these two airports?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir Airports Authority of India (AAI) holds 26% equity in both M/s Delhi International Airport Pvt. Ltd. (DIAL) and M/s Mumbai International Airport Pvt. Ltd. (MIAL).

(c) The Operation, Management and Development Agreement (OMDA) entered into by AAI with DIAL and MIAL separately, provides for the "Name" of the airport. As per clause 20.3.16 of OMDA, DIAL and MIAL have to retain the name of Delhi

airport as Indira Gandhi International Airport and Chhatrapati Shivaji International Airport for Mumbai airport. The names of the airports can only be modified /changed as per the instructions of AAI. Further, as per OMDA, DIAL and MIAL may display their name and sign at an appropriate place at the respective airports with the consent of the AAI.

(d) Delhi and Mumbai airports have been leased out to M/s DIAL and M/s MIAL respectively for a period of 30 years with an option of extension for further period of 30 years for operation, maintenance, development, design, construction, upgradation, modernization, finance and management of these airports as per the terms contains the Project Agreements entered into for the purpose.

Development of non-metro airports

1374. SHRI AJAY SANCHETI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has undertaken to develop 35 non-metro airports in the country;
- (b) if so, the details thereof, State-wise;
- (c) the criteria adopted to select for these airports; and
- (d) how many such airports have become operational so far?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. State-wise details of 35 non-metro airports are given in the Statement (*See below*).

(c) The development of 35 non-metro airports were taken up based on the recommendations of the Task Force and keeping in view the potential for traffic, tourism, business etc.

- (d) All the 35 non-metro airports are operational.

Statement

State-wise details of non-metro Airports

State	Airports
Andaman and Nicobar (UT)	Port Blair
Assam	Guwahati

State	Airports
	Dibrugarh
Andhra Pradesh	Vishakhapatnam
Chandigarh(UT)	Chandigarh
Chhattisgarh	Raipur
Gujarat	Ahmedabad
	Surat
	Vadodara
Goa	Goa
Jammu and Kashmir	Srinagar
Jharkhand	Ranchi
Rajasthan	Jaipur
	Udaipur
Karnataka	Mangalore
	Mysore
Kerala	Trivandrum
	Calicut
Manipur	Imphal
Odisha	Bhubaneswar
Maharashtra	Aurangabad
	Nagpur
	Pune
Tamil Nadu	Madurai
	Trichy
	Coimbatore
Uttarakhand	Dehradun

State	Airports
Uttar Pradesh	Agra
	Lucknow
	Varanasi
Madhya Pradesh	Bhopal
	Indore
	Khajuraho
Punjab	Amritsar
Tripura	Agartala

Expansion of air services

†1375. SHRI VIJAY GOEL:

SHRI PRABHAT JHA:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government proposes to expand air services, keeping in view the significant rise in the number of air passengers during the past few years;
- (b) if so, the details thereof;
- (c) whether Madhya Pradesh would also figure in the scheme of expansion of air services;
- (d) if so, the details thereof; and
- (e) the action plan chalked out by Government to extend the benefit of air travelling to common man?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (e) Government has formulated Route Dispersal Guidelines for expansion of air services and to improve air connectivity in all parts of the country including the un-served and under served areas. As per the Route Dispersal Guidelines certain number of flights are obligated to be undertaken to remote and regional areas, which comprises the States of North East, Jammu and Kashmir, Andaman and Nicobar Islands and Lakshadweep Islands. Compliance of these guidelines is monitored

†Original notice of the question was received in Hindi.

by Directorate General of Civil Aviation (DGCA). RDG covers all parts of the country including Madhya Pradesh.

The Government has taken several measures to help the industry so that benefits percolate down to common man. These steps are persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Financial condition of airline companies

1376. DR. PRADEEP KUMAR BALMUCHU : Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that the financial condition of most of the airline companies of India is not good and sustainable;
- (b) if so, the details thereof;
- (c) whether the Department of Centre for Asia-Pacific Aviation reveals the same thing about the financial condition of airline companies of India;
- (d) if so, the details thereof, and the reasons therefor; and
- (e) whether any corrective steps are being taken by Government to safeguard airline companies and make them sustainable?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Profits and losses of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 is given in the Statement [Refer to the Statement appended to the Answer to USQ No. 1369 Part (a) and (b)].

(c) and (d) Centre for Asia Pacific Aviation (CAPA) is the provider of independent aviation market intelligence, analysis and data services etc and not a Government department. The details of profit and loss of public and private airline operator as available with the Government are being given at Statement as mentioned above.

(e) The Government has taken several measures like persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers

as actual users, permitting foreign airlines to participate upto 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Implementation of Dharmadhikari Committee Report

1377. SHRI VIJAY GOEL: Will the Minister of CIVIL AVIATION be pleased to state;-

- (a) what is the current status of Indian Airlines (IA)/Air India (AI) merger;
- (b) how many pending issues are yet to be resolved;
- (c) whether Dharmadhikari Committee report has been fully implemented;
- (d) whether the flights with longer duration are not able to lift full load due to operational constraints at Mumbai airport, resulting in revenue loss to the airlines;
- (e) if so, what are the proposed remedial measures to resolve the matter; and
- (f) what would be the major benefits to national carrier Air India after its joining Star Alliance?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) The merger of Indian Airlines and Air India is almost complete. Out of the 226 issues, on which integration action was initiated, 204 have been completed and integration action is in progress on 17 other issues, and 5 issues are pending because of Court cases.

(c) Yes, Sir. To a large extent, Level mapping and seniority merger of the two erstwhile airlines have been completed. The draft revised Basic Pay and allowances in respect of the different categories of employees of the merged entity have been displayed on the intranet and the same could not be implemented due to the on-going court cases.

(d) Yes, Sir. Air India flight on Mumbai/ Newyork Sector being operated by B 777 ER type of Aircraft is not able to carry full load of passengers due to operational constraint in the take off path like trees, poles, hoarding etc. resulting in estimated loss of approx. ₹10 crores per month.

(e) Air India submitted a request to Airports Authority of India in November 2013 wherein it was recommended that the relocation of the obstacles could allow them to

operate from Runway 27 with the maximum possible structural limited take-off weight and avoid the payload loss.

Subsequently, some of the obstacles were removed and elevation of certain obstacles were revised. A Note was issued to this effect on 18th June 2014. This intermediate action has resulted in a marginal payload increase of approx. 1500 to 2000 kgs.

- (f) The key benefits of joining Star Alliance to Air India will be:
- Access to a vast global network, offering unmatched reach and connectivity. AI will be able to offer more itinerary choices to its passengers as the 26 member airlines of Star Alliance offer 1,269 destinations in 193 countries around the world.
 - Enhanced revenues as a result of cross-feeds to/from the alliance partners.
 - Strategic opportunities for cost reduction for example, through infrastructure sharing and common procurement.
 - Adoption of global best-practices in terms of processes, systems and standards for all operating areas and customer experience.
 - Branding opportunity and global visibility for Air India.

Downgrading of air safety ranking by FAA

1378. SHRIRAJEEV CHANDRASEKHAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Federal Aviation Administration (FAA) has again downgraded India's aviation safety ranking to Category 2 in February, 2014, citing inadequate oversight by the regulator;

(b) if so, the details thereof;

(c) what responsibility has been passed on Directorate General of Civil Aviation (DGCA) for allowing this decline in aviation safety; and

(d) the details of steps Government has taken or proposes to take to upgrade the aviation safety ranking that is putting the lives of millions of travelling passengers at risk and the steps being taken to immediately address the issue and improve aviation safety?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Federal Aviation Administration (FAA) on 31st January 2014 informed DGCA that India has been assigned Category 2 from Category 1, which India had been holding since 1997. The Category 2 was assigned primarily due to the finding related to lack of sufficient number of regular Flight Operations Inspectors (FOIs) resulting in DGCA's inability to have effective safety oversight.

(c) and (d) Directorate General of Civil Aviation (DGCA) has taken immediate steps to address the open findings of Federal Aviation Administration Audit and Post December, 2013 visit of FAA, DGCA has completed actions on 6 out of 7 open findings. To address the remaining one open finding, 75 posts of Chief Flight Operations Inspector, Dy. Flight Operations Inspector, Senior Flight Operations Inspector and Flight Operations Inspector have been created, against which, 35 FOIs have already been appointed.

Further, in order to strengthen DGCA's regulatory capacity to meet minimum standards of ICAO, a Grant Agreement Project, under the auspices of US-India Aviation Cooperation Program (ACP) has been signed between DGCA and US Technical Development Agency (USTDA) on 13th May, 2014. The technical assistance project funded by USTDA would assist DGCA to address the FAA findings.

Expansion of Jaipur and Jodhpur airports in Rajasthan

†1379. SHRI RAM NARAIN DUDI: Will the Minister of CIVIL AVIATION be pleased to state

(a) whether Government has any plan to expand the basic infrastructure and enhance operating capacity of civil aviation transportation at Jaipur and Jodhpur airports in Rajasthan;

(b) if so, the details thereof and the quantum of amount allocated by Government for the airports of both the cities during last three years;

(c) whether, the Central Government proposes to increase the number of international flights from these airports; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. Development/upgradation of airports is a continuous process and is undertaken by Airports Authority of India (AAI) from time to time depending on traffic demand, commercial viability, socio-economic considerations,

†Original notice of the question was received in Hindi.

availability of land etc. Jaipur International Airport has a runway length of 2797 x 45 M and is suitable for operation of code 'D' type of aircraft (B- 767-400). The Integrated Terminal Building has a peak hour capacity to handle 360 Domestic and 360 International passengers at a time. AAI has a plan for extension of runway to 3505 M for code 'E' type of aircraft (B-747-400) with Cat- II approach lighting system, expansion of Integrated Terminal Building and construction of cargo complex and hangar are subject to availability of land.

Jodhpur Airport belongs to Indian Air Force (IAF) and AAI maintains a Civil Enclave for Civil Operations. IAF/State Government of Rajasthan has been requested for allocation of 80 acres of land free of cost free from all encumbrances for expansion and upgradation of infrastructure of the Civil Enclave. IAF have indicated their willingness to hand over 37 acres of land to AAI for expansion of Civil Enclave subject to giving value of land by the State Government. The quantum of amount allocated by AAI for infrastructural development for Jaipur and Jodhpur airport for the last years are as under:

(₹ in crores)

Year	Jaipur	Jodhpur
2011-12	28.21	0.10
2012-13	12.28	0.10
2013-14	15.50	0.00

(c) and (d) Indian carriers are free to mount services from any point in India to foreign destinations as per the respective bilateral air services arrangements. However, actual operations is always guided by its commercial judgement. At present no proposal of any Indian carriers is pending for operation from these airports to International destinations.

Upgradation of airports to international standard

1380. DR. K.V.P. RAMACHANDRARAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the airports which are proposed to be expanded, renovated and upgraded to the international standards across the country including Andhra Pradesh along with the present status thereof; and

(b) the amount sanctioned and spent for this purpose during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Development/upgradation of airports is a

continuous process and is undertaken by Airports Authority of India (AAI) from time to time depending on traffic demand, commercial viability, socio-economic considerations, availability of land etc. Details of work taken up by AAI for upgradation/renovation of airports to International standards given in Statement (*See below*). The details of expenditure incurred for this purpose during the last three years are given in Statement-II.

Statement – I

Works planned for modernisation/upgradation of AAI airports

State	Airport	Works planned/taken up for expansion/modernization of airports
1	2	3
Andaman and Nicobar Islands	Port Blair	New Integrated Terminal Building and expansion of Apron.
Andhra Pradesh	Vijayawada	New Integrated Terminal Building and allied works.
Assam	Guwahati	New Integrated Terminal Building with associated works
Chhattisgarh	Raipur	Runway extension and Apron expansion.
Goa	Goa	Parallel taxi track, link taxi tracks and rapid exit taxiways.
Gujarat	Ahmadabad	Cat-II approach Lighting.
	Vadodara	i. New Integrated Terminal Building. ii. Expansion of apron and allied works.
Jammu and Kashmir	Jammu	i. Extension of Runway. ii. Construction of New Civil Air Terminal
	Leh	Construction of New Integrated Terminal Building

1	2	3
Lakshadweep Island	Agatti	i. Extension of runway and new apron ii. Construction of New terminal building iii. Control Tower cum Technical Block on Lagoon.
Manipur	Imphal	i. Hangar for A-321 type of aircraft with Apron.
Meghalaya	Barapani	Upgradation of airport for operation of A-320 type of aircraft.
Punjab	Amritsar	C/o parallel Taxi Track from runway 16 beginning to Twy 'E'
Rajasthan	Jaipur	i. Expansion of New Integrated Terminal Building. ii. Construction of Cargo Complex and Hangar
	Jodhpur(CE)	Expansion and upgradation of Civil Enclave, AAI has requested 80 acres of land free of cost and free from encumbrances from IAF/State
Tamil Nadu	Coimbatore	New Integrated Terminal Building and Apron
	Trichy	Expansion of New Terminal Building.
Tripura	Agartala	i. Hanger for A-321 type of aircraft ii. New Integrated Terminal Building, Apron, Link Taxiway and other associated works.
Uttar Pradesh	Agra	New Civil Enclave

Statement – II*Allocation and expenditure in major airports during last 3 years*

State	Airport	2011-12		2012-13		2013-14	
		B.E.	Expenditure	B.E.	Expenditure	B.E.	Expenditure
Andaman and Nicobar Islands	Port Blair	4.51	1.49	0.69	4.65	1.00	0.51
Andhra Pradesh	Tirupati	15.50	14.65	17.06	3.78	15.20	42.02
Assam	Guwahati	3.90	1.37	6.28	4.09	6.80	16.70
	Dibrugarh	17.01	1.11	2.40	0.00	0.06	0.02
Chhattisgarh	Rajpur	42.30	21.70	9.65	26.83	23.41	10.56
Goa	Goa	57.01	72.59	64.90	104.12	53.94	61.20
Gujarat	Ahmedabad	23.56	10.41	4.22	1.65	5.43	0.69
	Vadodara	10.05	2.07	15.05	7.35	13.61	2.78
Jammu and Kashmir	Jammu	9.37	1.03	2.70	2.32	3.82	0.00
	Srinagar	6.00	1.97	0.10	0.00	0.01	2.27
Jharkhand	Ranchi	36.51	22.62	8.20	37.36	11.01	15.56
	Hubli	0.00	0.00	0.60	0.00	9.63	7.11

(₹ in crores)

Karnataka	Mangalore	0.31	0.00	2.60	7.20	4.05	11.57
Kerala	Trivandrum	0.03	7.92	16.23	1.33	20.23	5.34
Madhya Pradesh	Bhopal	13.05	2.21	0.10	0.30	2.06	0.00
	Indore	15.09	28.96	4.09	1.17	2.75	0.37
Maharashtra	Khajuraho	18.10	4.11	25.21	11.36	18.30	14.67
	Pune	5.00	0.06	5.05	0.00	3.57	20.25
	Imphal	5.89	0.50	2.70	14.17	5.82	3.82
Odisha	Bhubaneswar	41.97	36.93	22.20	39.89	30.21	14.47
	Pudducherry	12.01	5.50	5.02	9.01	5.10	0.85
Punjab	Amritsar	13.62	4.59	8.60	14.04	4.06	12.30
	Chandigarh	9.00	5.18	4.50	6.38	1.12	0.92
Tamil Nadu	Chandigarh (Mohali)	5.00	3.53	30.00	59.85	54.00	151.39
	Coimbatore	10.06	21.54	5.10	0.68	0.60	0.00
	Chennai	505.00	417.18	359.10	284.60	97.59	105.25
Tripura	Agartala	9.20	4.17	3.70	1.32	0.45	0.00
	Lucknow	24.01	12.91	5.51	9.71	6.17	2.44
West Bengal	Kolkata	715.00	638.19	488.10	609.55	407.78	90.19

Operating costs of Indian carriers

1381. SHRIMATI WANSUK SYIEM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the recent study report of the operating costs of Indian carriers done by the Centre for Asia Pacific Aviation (CAPA) has found that the cash balance of most of the Indian carriers has reached dangerous levels due to frequent fare wars;

(b) whether the Indian carriers at present would require fresh funding of more than ₹ 9800 crores for working capital requirements;

(c) whether according to CAPA projection for 2014-15, the domestic airline industry in India is likely to report a combined net loss of ₹ 8600 crores; and

(d) if so, what are Government's comments thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (d) Centre for Asia Pacific Aviation (CAPA) is the provider of independent aviation market intelligence, analysis and data services etc. and not a Government department. The details of profit and loss of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 is given in the Statement.

The Government has taken several measures like [Refer to the Statement appended to the answer to USQ No. 1369 Part (a) and (b)] persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers as actual users, permitting foreign airlines to participate upto 49 percent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Tender norms at Delhi and Mumbai airports

1382. SHRI M.P. ACHUTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any norms and specific provisions have been fixed for tendering by Delhi and Mumbai airports in line with Operation, Management and Development Agreement (OMDA);

(b) if so, the details thereof;

(c) whether the Central Vigilance Commission (CVC) guidelines in this regard are being followed by Delhi and Mumbai airports; and

(d) if so, the details thereof along with the details of tenders for Duty Free at Mumbai following CVC guidelines?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. The Operation, Management and Development Agreement (OMDA) has specific provisions for tendering of the Airport Services by M/s Delhi International Airport Pvt. Ltd. (DIAL) and M/s Mumbai International Airport Pvt. Ltd (MIAL). Clause 8.5.7 of OMDA prescribes that any activity may be sub-contracted by these DIAL and MIAL, provided always that notwithstanding the sub-contract, they retain overall management, responsibility, obligation and liability in relation to the sub- contracted Airport Service. DIAL and MIAL are also required to follow competitive bidding process in the field of public works concessions and for every contract whose value exceeds ₹ Fifty Crores Only. All tendering is done by them in compliance with the norms set out in OMDA.

(c) DIAL and MIAL are private companies and the guidelines of Central Vigilance Commission (CVC) are not applicable to them.

(d) Does not arise.

Establishment of civil aviation authority

1383. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government will establish an autonomous body such as Civil Aviation Authority which will function as a regulator and facilitator for the development and growth of the industry;

(b) if not, the reasons therefor;

(c) whether it is a fact that due to absence of such body, the Directorate General of Civil Aviation (DGCA) has been downgraded to category 2 status by US Federal Aviation Administration (FAA) along with Bangladesh and Ghana etc.; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. There is a proposal to form a Civil Aviation Authority (CAA) of India in place of Directorate General of Civil Aviation for

better management of civil aviation safety oversight over air transport service operators, air service navigation operators and operators of other civil aviation facilities, matters relating to impact of financial stress on safety of operations, consumer protection and environment regulations in civil aviation sector and for proper implementation of the provisions of the Aircraft Act, 1934 and the rules made thereunder and for matters connected therewith or incidental thereto.

(c) and (d) No, Sir. The main reason of downgrade of India to category 2 by Federal Aviation Administration (FAA) is lack of sufficient number of regular flight operations inspectors in DGCA resulting in DGCA's inability to have effective safety oversight of its operations.

Air services between Bhopal and Sri Lanka

†1384. SHRI SATYANARAYAN JATIYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the action taken so far to start air service between Bhopal and various airports of Sri Lanka to facilitate the arrival of Buddhist religious cultural tourists from Sri Lanka to visit Sanchi Stupa near Bhopal in Madhya Pradesh; and

(b) by when agreement or proposal between Indian and Sri Lankan Governments will be completed to provide an air service from Bhopal, in order to fulfil the request of State Government of Madhya Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) The operation of services on international sector depends on the air services agreement between the countries and is based on principles of sovereignty of nations, nationality of carriers and reciprocity in terms of commercial opportunity for the airlines of each side. While the Indian carriers are free to mount services from any point in India including Bhopal to international destinations available under bilateral agreements, foreign airlines can operate only on designated point of call available under bilateral agreement. Under existing bilateral agreement between India and Sri Lanka, Delhi, Mumbai, Kolkata, Chennai, Hyderabad, Bangalore, Coimbatore, Madurai, Pune and 18 other tourist destinations *i.e.* Patna, Lucknow, Guwahati, Gaya, Varanasi, Bhubneshwar, Khajuraho, Aurangabad, Goa, Jaipur, Port Blair, Cochin, Thiruvananthapuram, Calicut, Amritsar, Vishakhapatnam, Ahmedabad and Tiruchi are available as point of calls for the designated carriers of Sri Lanka.

†Original notice of the question was received in Hindi.

Development of airports at Chhattisgarh

†1385. SHRI MOTILAL VORA: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that Raipur airport is the sole airport in Chhattisgarh;
- (b) whether it is also a fact that the Airports Authority of India (AAI) has inspected Jagdalpur airport and has sent the report to Government for developing 3-C airport there;
- (c) whether it is also a fact that an MoU had been signed between the AAI and the State Government of Chhattisgarh last year to set up an airport of 3-C category at Raigarh; and
- (d) if so, the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) No, Sir. Raipur Airport is not the sole airport in Chhattisgarh. There are 11 airports in Chhattisgarh of which Bilaspur and Raipur are controlled by Airports Authority of India (AAI), Kargid (Dist. Bilaspur) controlled by Indian Air Force (IAF), Durg controlled by Border Security Force, Ambikapur (Surguja), Jagdalpur (Jashpura), Raigarh and Korba controlled by Government of Chhattisgarh and Bhilai (Bhilai Steel Plant) at Nandani, Tilda, (Dist Raipur), Rajhara Raigarh (Jindal Company) are controlled by private airport operators.

(b) Yes, Sir. On a request from the State Government, the Airports Authority of India (AAI) has conducted a pre-feasibility study for development of Jagdalpur airport in July, 2013 and send the report to the State Government in November, 2013.

(c) and (d) Yes, Sir. An MoU has been signed between AAI and the Government of Chhattisgarh on 23.07.2013 for development of Raigarh Airport. AAI has finalized the Master Plan and Scope of Work for development of Raigarh Airport. However, as per MoU, the State Government. has to transfer 592 acres of land free of cost and free from all encumbrances to AAI for development work.

User fee at Delhi airport

1386. SHRI PARVEZ HASHMI: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether it is a fact that user fee on Delhi airport has been increased in the past 2-3 years;

†Original notice of the question was received in Hindi.

- (b) if so, the details thereof and the reasons therefor; and
- (c) whether it is the part of the initial terms of contract?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. Subsequent to the determination of Aeronautical tariffs by Airports Economic Regulatory Authority of India (AERA) in April, 2012 for the first control period 2009-2014, the user fee at IGI Airport, New Delhi have increased. AERA has determined the airport charges including user development fee for Delhi Airport based on principle of fair rate of return to the airport operator and also taking into consideration the concession granted by Government of India to M/s Delhi International Airport Pvt. Ltd. through State Support Agreement (SSA). The airport charges for Delhi airport, as determined by AERA, are given in the Statement (*See below*).

(c) Yes, Sir. Charges are determined on the basis of principle laid down in the State Support Agreement mentioned above.

Statement

*Details of Aeronautical Charges at IGI Airport, New Delhi for Financial Year
2012-2013 w.e.f. 15th May 2012 and revised rate for Financial Year
2013-2014 w.e.f. 01st April 2013)*

Revenue Head	Domestic/ International	Criteria	Rate (in ₹ per MT) (2012-13) <i>w.e.f</i> 15th May, 2012	Rate (in ₹ Per MT) (2013-14) <i>w.e.f.</i> 01st April, 2013
1	2	3	4	5
Landing	Domestic	Less Than 100 MT	281.82	301.55
		More than 100 MT	378.75	405.26
	International	Less Than 100 MT	551.03	589.61
		More than 100 MT	740.52	792.36
Parking		Less Than 100 MT	13.23	14.15
		More than 100 MT	17.52	18.74
Housing		Less Than 100 MT	26.46	28.31

1	2	3	4	5	
			More than 100 MT	35.04	37.49
UDF	Domestic	Arriving	Short Haul - INR	195.80	207.32
			Short Haul - USD	\$3.86	\$4.09
			Long Haul - INR	391.60	414.65
			Long Haul - USD	\$7.73	\$8.18
		Departing	Short Haul - INR	231.40	245.02
			Short Haul - USD	\$4.57	\$4.84
			Long Haul - INR	462.80	490.04
			Long Haul - USD	\$9.14	\$9.67
	International	Arriving	Short Haul - INR	436.10	461.77
			Short Haul - USD	\$8.61	\$9.11
			Medium Haul - INR	699.97	741.16
			Medium Haul - USD	\$13.82	\$14.63
			Long Haul - INR	881.10	932.95
			Long Haul - USD	\$17.39	\$18.42
		Departing	Short Haul - INR	534.00	565.43
			Short Haul - USD	\$10.54	\$11.16
			Medium Haul - INR	845.50	895.26
			Medium Haul - USD	\$16.69	\$17.67
			Long Haul - INR	1068.00	1130.85
			Long Haul - USD	\$21.08	\$22.32
CUTE	Domestic	Per Departing Flight		500	500
Counter Charges	International			1500	1500
Fuel Through put charges	Domestic/ International	Per Kilo litre		Increased to 643.15 <i>w.e.f</i> 01.04.2012	688.17

Civil aviation requirements

1387. SHRI S. THANGAVELU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Directorate General of Civil Aviation (DGCA) has amended its Civil Aviation Requirement;

(b) if so, the details thereof;

(c) whether it is a fact that air passengers can now use phones and laptops in all flight phases; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (d) Yes, Sir. Amendments to Civil Aviation Requirements is a continuous process. Civil Aviation Requirements (CAR) Section 5 Series-X Part-I. Issue-I, 30th November, 2000, on "Safety Hazard - Use of Mobile/ Cellular telephones inside the aircraft during flight" has been amended with effect from 23rd April, 2014.

The amendment stipulates that Electronic devices, intentionally signals like mobile/ cellular phones, amateur radio transceivers, etc., if carried on board, shall be kept in non-transmitting mode (commonly referred to as Flight/ Airplane Mode).

The usage of Portable Electronic Devices (PED) during flight is subject to the conditions that—

- Operator shall evaluate their aircraft as being transmitted PED resistant
- Operators shall report PED events related to suspected confirmed PED interference, smoke or fire caused by PED to DGCA.
- Operators shall develop training programme for crew on the following aspects—
 - (i) PEDs, if any, that cannot be used on board;
 - (ii) Situation where PEDs are switched-off/on/kept in non-transmitting mode;
 - (iii) Stowage of PEDs during take-off and landing;
 - (iv) Applicability on type of aircraft;

- (v) Update on PED policy of the operator;
- (vi) Procedure for handling PED interference normal, abnormal and during emergency;
- (vii) Procedure to recognize, respond and report suspected PEDs interference;
- (viii) Cabin crew responsibilities and procedure concerning use of PEDs; and
- (ix) Crew Resource Management (CRM) and workload issues;

Signing of MoU for airport at Nagpur

†1388. SHRI RAMDAS ATHAWALE: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether Government has received any request from the State Government of Maharashtra regarding approval for the MoU signed for the exchange of land to the Multimodel International Hub Airport at Nagpur (MIHAN) project, in Maharashtra;
- (b) if so, the details thereof as on date;
- (c) the latest status of the proposal; and
- (d) by when this proposal is likely to be finalized along with the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) to (d) A Memorandum of Understanding (MoU) between Maharashtra Airport Development Company Limited (MADC) and Indian Air Force (IAF) for exchange of land for MIHAN project was finalised in July, 2009. However, a portion of land proposed to be exchanged by IAF was disputed as it originally belonged to the Airports Authority of India (AAI) and was on lease to IAF. Subsequent to the settlement of the dispute by the Arbitration Committee appointed for this purpose, IAF has raised a revised draft MoU with certain modifications for approval of MADC. However, the revised MoU is found to be not acceptable by MADC who has now returned the same with the suggestion that IAF may honor the MoU already agreed upon by the parties in 2009. The IAF and MADC have to settle the matter mutually.

†Original notice of the question was received in Hindi.

New airport at Malwan

1389. SHRI HUSAIN DALWAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposes to develop low cost airports to promote air connectivity to smaller towns;

(b) if so, the details thereof;

(c) whether a proposal to develop an airport near Malwan of Sindhudurg district in Maharashtra, identified for tourism, is under consideration of Government;

(d) if so, the progress so far made in this regard; and

(e) how long it would take to develop the Malwan airport?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. Government of India (GoI) has so far identified 50 locations to promote regional air connectivity in the Tier-II and Tier-III cities across the country namely, Kadapa, Tirupati, Vijayawada, Warangal in erstwhile Andhra Pradesh, Along, Daparizo, Pasighat, Tezu in Arunachal Pradesh, Jorhat, Rupsi, Silchar in Assam, Gaya, Raxaul in Bihar, Bilaspur, Raigarh in Chhattisgarh, Daman, Diu in Daman and Diu, Bhawanagar, Jamnagar, Kandla, Keshod in Gujarat, Hisar, Karnal in Haryana, Kishtwar in J&K, Deoghar, Jamshedpur in Jharkhand, Belgaum, Hubli in Karnataka, Gwalior, Jabalpur, Rewa in Madhya Pradesh, Akola, Amravati, Jalgaon, Kolhapur, Solapur in Maharashtra, Jharsuguda in Odisha, Ludhiana in Punjab, Bikaner, Kishangarh, Kota in Rajasthan, Thanjavore in Tamil Nadu and Agra, Allahabad, Bareilly, Faizabad, Kanpur, Meerut, Moradabad and Saharanpur in Uttar Pradesh.

(c) to (e) No, Sir. However, GoI has granted 'In principle' approval to Maharashtra Industrial Development Corporation (MIDC), a State Government of Maharashtra entity for setting up of a Greenfield domestic airport at Village Chippi - Parule, District Sindhudurg, Maharashtra in September, 2008.

Development and construction of airports in Andhra Pradesh

1390. DR. K.V.P. RAMACHANDRA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any proposal has been received from the State Government of Andhra Pradesh for development and construction of airports during the last three years;

(b) if so, the details thereof; and

(c) the action taken thereon, so far?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) No, Sir.

(b) and (c) Do not arise.

Flight services between Delhi and Ludhiana

1391. SHRI BALWINDER SINGH BHUNDER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the operation of the flight between Delhi and Ludhiana has been stopped in May, 2014;

(b) if so, the reasons for terminating the operation of this flight;

(c) whether it is also a fact that the infrastructure and equipments at Ludhiana airport are sufficient to handle more flights;

(d) whether there is a demand to restart the flights; and

(e) if so, by when Government is going to restart the flight?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) Yes, Sir. Flight between Delhi and Ludhiana operated by Air India (Alliance Air) has been stopped *w.e.f.* 1st June, 2014 due to persistent losses incurred on this route.

(c) and (d) Yes, Sir.

(e) Domestic air services have been decontrolled and deregulated. It is upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject to compliance with Route Dispersal Guidelines (RDG) issued by the Government. Directorate General of Civil Aviation (DGCA) approves the winter/ summer schedule of the airlines for operations to a particular place.

Representatives of AAI on DIAL and MIAL

1392. SHRI M.P. ACHUTHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Board of Delhi International Airport Limited (DIAL) and Mumbai International Airport Limited (MIAL) have representatives of the Airports Authority of India (AAI) and the Ministry;

(b) if so, whether these representatives have insisted to follow Operations, Maintenance and Development Agreement (OMDA) and Central Vigilance Commission (CVC) guidelines; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) Yes, Sir.

(b) Yes, Sir. The Board of Directors of both Delhi International Airport Pvt. Ltd. (DIAL) and Mumbai International Airport Pvt. Ltd. (MIAL) ensure that these companies comply with the provision of Operation, Management and Development Agreement (OMDA), entered into by Airports Authority of India with DIAL and MIAL separately.

(c) Does not arise.

Aircraft maintenance hub at Nagpur

1393. SHRI AJAY SANCHETI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal for developing Nagpur in Maharashtra as air craft maintenance hub;

(b) if so, the details thereof;

(c) the details of work completed in this regard;

(d) how long it will take to complete this project; and

(e) how the project benefits both domestic as well as foreign air services?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) No proposal for developing/establishing Aircraft Maintenance Hub at Nagpur, Maharashtra has been received.

(b) to (e) Does not arise.

Change in the name of Madurai airport

1394. DR. E.M. SUDARSANA NATCHIAPPAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government will implement the Cabinet decision of naming Madurai airport after freedom fighter Pasumpon Muthuramalinga Thwar; and

(b) if so, by when it will be acted upon?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) and (b) As per the standard procedure followed by the Government, proposals for naming/renaming of airports are generally considered based on the recommendations of the concerned State Government expressed by way of a resolution passed in the State Legislative Assembly. As per the records available, no such proposal has been received from the State Government for naming of Madurai Airport after freedom fighter Pasumpon Muthuramalinga Thwar and no such decision of the Cabinet has been received in this Ministry.

Financial stress of airline companies

1395. DR. K.P. RAMALINGAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the airline industry heads for huge annual loss as per report by Centre for Asia Pacific Aviation (CAPA);

(b) whether it is also a fact that the entry of new airlines is expected to put additional financial stress on incumbent earnings;

(c) whether airlines are suffering partly due to their internal problems but Government policies are mostly to be blamed, and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI G.M. SIDDESHWARA): (a) Centre for Asia Pacific Aviation (CAPA) is the provider of independent aviation market intelligence, analysis and data services etc and not at Government department. The details of profit and loss of public and private airline operators in India over the last four years *i.e.* 2009-10, 2010-11, 2011-12 and 2012-2013 available with Government is given in the Statement. [Refer to the Statement Appended to the Answer to USQ No. 1369 Part (a) and (b)].

(b) Its too early to assess the effect to entry of new airlines on the airline industry.

(c) No, Sir.

(d) The Government has taken several measures like persuading State Governments to reduce VAT on ATF, allowing direct import of Aviation Turbine Fuel by Indian Carriers as actual users, permitting foreign airlines to participate into 49 per cent in the equity of scheduled air transport undertaking, allowing ECB for working capital requirement of airline industry for a period of one year subject to a total ceiling of US \$1 billion and tax

concession for parts of aircraft and testing equipment for third party maintenance, repair and overhaul of civil aircraft.

Claim of victim over the funds confiscated under PMLA

1396. SHRIMATI WANSUK SYIEM: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that at present no provisions or safeguards exist that recognize the lawful claims of the victims of Ponzi schemes on funds confiscated under the Prevention of Money Laundering Act (PMLA);

(b) if so, whether Government proposes to make changes to existing PMLA provisions to return the funds confiscated under the PMLA to lawful claimants who are not involved in the offence of money laundering; and

(c) whether provisions relating to restoration of funds to the rightful claimants, who are victims of Ponzi schemes, out of confiscation proceeds under anti-money laundering act exist in US, Japan and Australia?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Yes, Sir.

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

(c) There are provisions under anti money laundering Acts of US, Japan and Australia for return of forfeited assets to rightful claimants who are victims.

Utilisation of CSR funds for welfare of SCs/STs

1397. SHRI AMBETH RAJAN: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) the details of the funds utilized under Corporate Social Responsibility (CSR) for the welfare of the SCs/STs; and

(b) if no such activities are undertaken from this fund, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The provisions of Corporate Social Responsibility under Section 135 of the Companies Act, 2013 and Rules made thereunder have come into force only recently, *i.e.*, 01.04.2014. Details about the funds utilized by the companies under CSR would be available to Ministry of Corporate Affairs

only after the mandatory disclosures of CSR expenditure are made by companies, which would be due within six months after completion of financial year 2014-15, *i.e.* after September, 2015.

Provision regarding contribution to political parties by the companies

1398. DR. T.N. SEEMA: Will the Minister of CORPORATE AFFAIRS be pleased to state:

(a) the details of the existing provisions of the law and other statutory directions of Government regarding contribution to political parties by the companies;

(b) whether the companies are required to reflect it in their balance sheet presented for audit and to various authorities;

(c) whether Government is planning to end this practice due to pressure from corporate sector;

(d) if so, the details thereof;

(e) whether Government proposes to initiate the process to review and repeal the Companies (Donations of National Funds) Act, 1951; and

(f) if so, the details thereof along with the scope of such a review?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): (a) to (d) Contributions to political parties are governed by Section 182 of the Companies Act, 2013. A company that is not a Government company and which is in existence for at least last three financial years may contribute up to 7.5% of its average net profits during the last three years to a political party/parties registered under the representation of Peoples Act, 1951. This is subject to further elaborations and restrictions in the said section. Following permission to establish Electoral Trust companies under the Income Tax Act, a company can also make contributions within the above limits and restrictions to 'Electoral Trust Companies' and reflect these contributions in their books of accounts. The Electoral Trust Companies are, however, required to indicate the amounts passed on to them by companies and contributed by them to a political party or parties in the manner laid down in section 182(3) of the Companies Act, 2013. There is no proposal to review the above arrangements.

(e) and (f) The relevant provisions of the Companies (Donations to National Funds) Act, 1951 have already been incorporated in the Companies Act, 2013. Section 181 and 183 of the Act allows companies to contribute to bonafide and charitable funds and to national funds etc. In view of this, this Ministry has initiated to repeal the Companies (Donations to National Funds) Act, 1951.

Changes in companies act

1399. DR. T. SUBBARAMI REDDY: Will the Minister of CORPORATE AFFAIRS be pleased to state:

- (a) whether any requests/demands have come from various bodies for overhauling of the Companies Act passed by Parliament in 2013;
- (b) if so, the details thereof;
- (c) whether the section relating to communicating the auditor's report to Government, in case of irregularities, embezzlement, is under review and the old clause would be restored;
- (d) whether the role of independent Director in holding him responsible for the decision taken by the company board would be reviewed;
- (e) if so, the details thereof; and
- (f) the other changes being contemplated in the Companies Act to make it more workable in the interest of all the stakeholders?

THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): (a) to (f) A little more than a half of the provisions of Companies Act, 2013 (Act) came into force from 1st April 2014. Following this, several communications were received in the Ministry of Corporate Affairs from bodies such as industry associations, chambers of commerce and professional institutes drawing attention to certain practical difficulties concerning these provisions or seeking clarifications about the same. There was also an interactive session on these issues with the stakeholders on 21st June 2014. Pursuant to this Government have issued suitable circulars, statutory orders and amendments in the Rules to provide transitional time, remove doubts or practical difficulties. Amendments in the Act will be considered if measures out-lined above prove inadequate. Specifically for the difficulties expressed regarding communication of irregularities, embezzlements etc. to the Government through auditors' reports, the Institute of Chartered Accountants of India has been asked to give its comments on the feasibility of having some criteria to determine the thresholds of the quantum of a fraud/suspected fraud for mandatory reporting to the Government by the Auditors.

Section 149(12) of the Act already grants protection to Independent directors (IDs) from prosecution in matters which had not occurred with their knowledge, consent, connivance or where they had acted diligently.

Inquiry into accidents involving IAF aircrafts

†1400. SHRI RAMDAS ATHAWALE: Will the Minister of DEFENCE be pleased to state:

- (a) the details of the fighter jets of the Indian Air Force (IAF) met with accidents during the last three years, date-wise;

†Original notice of the question was received in Hindi.

- (b) the number of persons died and injured in these accidents, accident-wise, and the amount of pecuniary loss incurred to Government due to these accidents;
- (c) the amount of compensation provided, accident-wise;
- (d) whether inquiry has been made in each accident; and
- (e) if so, the details thereof, accident-wise?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) to (c) Details of accidents of fighter aircraft of the Indian Air Force (IAF) during the last three years (from 2011-12 up to 17.7.2014), alongwith number of persons died / injured and compensation paid, is given in the Statement (*See* below). Financial loss caused to the Government in these accidents pertains to loss of Service aircraft / property.

(d) and (e) Every IAF aircraft accident is thoroughly investigated by a Court of Inquiry (CoI) to ascertain the cause of accident and the recommendations of the completed Court of Inquiry are implemented. Main reasons for the aircraft accidents given in Statement were human error and technical defect.

Statement

Details of IAF fighter aircraft accidents during the last three years from 2011- 12 and up to 17.07.2014

Sl.No.	Date of accident	Aircraft	Service Personnel Killed	Civilian killed/ injured	Compensation paid so far in respect of Service personnel killed and civilian killed/ injured (₹ in lakh)
1	2	3	4	5	6
2011-12					
1.	02.08.2011	MiG 21M	1	Nil/Nil	10.00
2.	04.08.2011	Jaguar	1	1/3	11.60
3.	06.09.2011	MiG 21 Bison	Nil	Nil/Nil	Nil

1	2	3	4	5	6
4.	07.10.2011	MiG 21 M	Nil	Nil/Nil	Nil
5.	18.10.2011	MiG 29	1	Nil/Nil	10.00
6.	02.12.2011	MiG 21 BISON	Nil	Nil/Nil	Nil
7.	13.12.2011	SU-30 MKI	Nil	Nil/Nil	Nil
8.	24.02.2012	M-2000	Nil	Nil/Nil	Nil
9.	05.03.2012	M-2000	Nil	Nil/Nil	Nil
2012-13					
10.	24.11.2012	MiG-21 Bison	Nil	Nil/Nil	Nil
11.	30.11.2012	Jaguar	Nil	Nil/Nil	Nil
12.	12.02.2013	MiG-27 ML	Nil	Nil/Nil	Nil
13.	19.02.2013	SU-30 MKI	Nil	Nil/Nil	Nil
2013-14					
14.	07.06.2013	MiG-21	Nil	Nil/Nil	Nil
15.	24.06.2013	MiG-29	Nil	Nil/Nil	Nil
16.	15.07.2013	MiG 21	1	Nil/Nil	10.00
17.	08.11.2013	MiG-29	Nil	Nil/Nil	Nil
18.	22.01.2014	Jaguar	Nil	Nil/Nil	Nil
2014-15					
19.	27.05.2014	MiG-21	1	Nil/Nil	10.00

Purchase of used and old warships

1401. SHRI RITABRATA BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether Government has bought used and old warships for the Naval fleet from foreign countries during the last five years; and

(b) if so, how many and from whom and when?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) Aircraft carrier 'Vikramaditya' (ex-Admiral Gorshkov) has been acquired from Russia post repair / refit and re-equipping. INS-Vikramaditya was commissioned into the Indian Navy on 16th November 2013 at Russia and arrived in India, on 7th January 2014.

Opening of Military and Sainik schools

1402. SHRI SANJAY RAUT: Will the Minister of DEFENCE be pleased to state:

(a) whether Government proposes to set up more National Military Schools and Sainik Schools in the country, particularly in Maharashtra;

(b) if so, the details thereof;

(c) the laid down criteria / guidelines for the opening of more Military and Sainik Schools in the country; and

(d) the details of financial assistance provided to Military and Sainik Schools during the last three years, year-wise?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir. In-principle approval for establishment of 06 Sainik Schools in the State of Uttar Pradesh, Rajasthan and Mizoram has already been accorded by the Government as per details given in Statement-I (See below). There is no proposal under consideration for opening of another Rashtriya Military School or Sainik School in Maharashtra.

(c) Sainik Schools are established on receipt of request from State Government agreeing to provide land along with funds for the creation and maintenance of basic infrastructure, equipment and facilities besides scholarships for the cadets of the State.

(d) The information is given in Statement-II.

Statement - I

Details of proposed New Sainik Schools

Sl. No.	District	State
1.	Jhansi	Uttar Pradesh
2.	Mainpuri	Uttar Pradesh

Sl. No.	District	State
3.	Amethi	Uttar Pradesh
4.	Alwar	Rajasthan
5.	Jhunjhunu	Rajasthan
6.	Chhingchhip	Mizoram

Statement-II

Details of financial assistance provided to five Rashtriya Military Schools and twenty four Sainik Schools by Ministry of Defence during the last three years, year-wise)

Sl. No.	Schools	Year 2011-12 (₹ in crore)	Year 2012-13 (₹ in crore)	Year 2013-14 (₹ in crore)
1.	Military Schools	3.05	5.18	6.25
2.	Sainik Schools	68.48	65.44	64.21

Investigation into VVIP helicopter deal

†1403. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is carrying out investigations into the allegations of bribe in rupees 3600 crore deal for the purchase of VVIP helicopters from AgustaWestland;

(b) whether an investigation in the matter is already being carried out by the CBI;

(c) whether this deal has already been cancelled due to the above said reasons; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir. Central Bureau of Investigation (CBI) is enquiring into the allegations of bribe and irregularities relating to the VVIP helicopters deal with M/s AgustaWestland International Limited (AWIL).

†Original notice of the question was received in Hindi.

Directorate of Enforcement has also registered a case under the provisions of Prevention of Money Laundering Act, 2012 (PMLA) and under Foreign Exchange Management Act, 1999 (FEMA) in the matter.

(c) and (d) The Contract for the supply of 12 VVIP / VIP helicopters signed with M/s Agusta Westland International Limited (AWIL) on 8th February, 2010 has been terminated by the Government with effect from 1st January, 2014 on grounds of breach of the provisions of the Pre-contract Integrity Pact and breach of the terms of the contract by M/s AWIL.

Accidents of IAF aircrafts

1404. SHRI PRAMOD TIWARI:

SHRI K.C. TYAGI:

SHRIMATI RAJANI PATIL:

SHRI P. BHATTACHARYA:

Will the Minister of DEFENCE be pleased to state:

(a) the number of IAF aircrafts which were destroyed due to accidents during 2013-14, category-wise, and the number of IAF personnel who lost their lives due to these accidents; and

(b) the loss caused to civilian property and the number of civilians who lost their lives due to these accidents during the period?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) During the financial year 2013-14, five fighter aircraft and one transport aircraft of the Indian Air Force (IAF) were destroyed in accidents. Six IAF personnel were killed in these accidents. No civilian was killed. The loss to civilian property assessed so far is estimated at ₹ 2.56 lakhs. Apart from the above accidents, one helicopter of IAF was destroyed during flood relief operations in Kedarnath, Uttarakhand, in which five IAF personnel and fifteen National Disaster Response Force (NDRF) / Indo Tibetan Border Police (ITBP) personnel were killed. IAF aircraft accidents during such special operations in aid to civil agencies are not included in the statistics maintained for aircraft accidents.

Special recruitment drive for tribals in armed forces

1405. SHRI DHIRAJ PRASAD SAHU: Will the Minister of DEFENCE be pleased to state:

(a) whether Government proposes to launch special recruitment drive for youth in tribal specific areas for various posts in the armed forces;

- (b) if so, the details thereof;
- (c) the number of such drives launched during the last three years;
- (d) the number of tribal youths recruited through the drives during this period;
- (e) whether Government proposes to open new recruitment centres in various parts of the country, including the tribal areas of Jharkhand; and
- (f) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) to (d) Officers in the Armed Forces are selected primarily through All India open competition.

Recruitment of Other Ranks (ORs) in Army is carried out through Open Recruitment Rally System being conducted regularly throughout the country. Efforts are made to cover entire country including remote and tribal areas. In Navy, regular recruitment drives are undertaken, covering all States / regions for recruitment of sailors. Recruitment of Airmen in Air Force is on all India basis through scheduled selection tests. In addition, recruitment rallies are also conducted in different parts of the country including tribal areas to provide opportunity to youth from these areas to join the Armed Forces.

Recruitment of youth, including from tribal areas across the country is an ongoing process. The recruitment data for a particular region, religion, tribe, caste or creed is not maintained.

(e) and (f) Government has approved setting up of additional seven Service Selection Boards (SSBs) (2 for Army, 3 for Navy and 2 for Air Force) for selection of officers. At present, there is no proposal to open any new recruitment centre / SSB in Jharkhand.

FDI in the defence sector

1406. SHR1 SUKHENDU SEKHAR ROY: Will the Minister of DEFENCE be pleased to state:

- (a) whether Government has decided to introduce Foreign Direct Investment (FDI) in the Defence sector;
- (b) if so, the details thereof;
- (c) what prompted Government to invite FDI in the Defence sector; and
- (d) to what extent the role of DRDO and India's indigenous Defence production programme including software manufacturing shall be compromised and/or minimised?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) to (d) In May 2001, the Defence Industry sector, which was hitherto reserved for the public sector, was opened upto 100% for Indian private sector participation with FDI permissible upto 26%, both subject to licensing to enable private sector industry to participate in defence production within the country. However, wherever FDI beyond 26% is likely to result in access to modern and state-of-the-art technology in the country, decisions can be taken to allow higher FDI on a case-to-case basis with the approval of Cabinet Committee on Security. In the Union Budget 2014-15, it has been announced that the composite cap of foreign exchange is being raised to 49% with full Indian management and control through the FIPB route for defence sector. FDI is one of the route through which the domestic industry can strengthen its capabilities required to produce within the country different equipment weapon systems / platforms required for defence.

As per the FDI Policy, the FDI in defence sector is through FIPB route and / or with approval of Government. Further, there are adequate provisions in Government's Policy to ensure that the role of DRDO and India's indigenous defence production programme are not compromised and / or minimized.

Defence training institutes

1407. SHRI HUSAIN DALWAI: Will the Minister of DEFENCE be pleased to state:

- (a) whether Government proposes to open defence training institutes on the lines of National Defence Academy in Pune and Indian Military Academy in Dehradun;
- (b) if so, the details thereof with proposed location; and
- (c) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) No, Sir. There is no such proposal at present.

- (b) In view of (a) above, question does not arise.
- (c) Existing training infrastructure is adequate.

M777 Howitzer deal with BAE systems

1408. DR. KANWAR DEEP SINGH: Will the Minister of DEFENCE be pleased to state:

- (a) the current status of the M777 Howitzer deal with BAE Systems;

(b) whether the Ministry of Defence have missed a deadline set by BAE Systems regarding the deal and now has to pay \$50 million just to open up the deal;

(c) if so, the details thereof; and

(d) the manner in which the new Government is trying to put this deal back on track ?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) to (d) The case for procurement of Ultra Light Howitzer (ULH) guns through US Government has not progressed due to cost issues and because the vendor's proposal is not fully compliant to the offset requirements.

Strengthening of security near the Andamans

1409. DR. E.M. SUDARSANA NATCHIAPPAN: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is considering a proposal to develop the island nearest to the Andaman and Nicobar Islands, touching the chicken neck of the Myanmar Islands, to counter the Chinese intervention in this important location having broad implications on defence and trade aspects; and

(b) if so, the manner in which the defence preparedness to protect the sea route is being strengthened by increasing the man-power by the Joint Command in the Andaman and Nicobar Islands?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) Government regularly reviews the threat perception relating to Andaman and Nicobar Islands including the sea routes. Appropriate measures are accordingly taken from time to time to maintain / upgrade the defence preparedness including strengthening of infrastructure and accretion of manpower.

Amendment to the Works of Defence Act, 1903

1410. SHRI AVINASH RAI KHANNA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is planning to amend the Works of Defence Act, 1903 and, if so, the details thereof;

(b) whether it is a fact that the Defence Minister in a meeting of Consultative Committee assured to amend the Works of Defence Act, 1903;

- (c) if so, the details of the steps which have been taken so far;
- (d) whether Government has made any study of army depots in the advanced countries and, if so, the details thereof; and
- (e) the steps Government is taking to modernized the Depots situated near the civil populated area and the details thereof?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) Yes, Sir.

(b) and (c) The issue of review of the Works of Defence Act, 1903 was raised in the meeting of the Consultative Committee of the Ministry of Defence, held on 28th May 2012. A draft amendment bill has been prepared and circulated to all the Service Head Quarters and concerned Defence authorities for comments and suggestions. The draft bill has also been discussed in meetings held by the Ministry of Defence with various stakeholders.

- (d) No specific study of army depots in advance countries has been carried out yet.
- (e) A plan has been drawn up for modernization of Indian Army depots. However, it is not in the interest of National security to disclose the details.

Implementation of OROP

1411. SHRI C.P. NARAYANAN: Will the Minister of DEFENCE be pleased to state:

- (a) whether the One Rank One Pension (OROP) principle has been implemented among all the services;
- (b) if not, the reasons therefor;
- (c) the additional expenditure incurred or likely to incur on implementing this principle; and
- (d) if this is not fully introduced, by what time Government expects to complete it?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) to (d) The principle of One Rank One Pension for the Armed Forces has been accepted by the Government. The modalities for implementation were discussed with various stakeholders and are presently under consideration of the Government. It will be implemented once the modalities are approved by the Government.

Shortage of officers and personnel in Army

†1412. SHRI NARESH AGRAWAL: Will the Minister of DEFENCE be pleased to state:

- (a) whether it is a fact that there is huge shortage of officers and personnel in the Army, if so the details thereof;
- (b) whether it may have bearing on the functioning of the Army;
- (c) if so, the details thereof; and
- (d) whether any action plan has been prepared to meet this shortage?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) Shortage of officers in Army as on 01.01.2014 is 8455 (17.77%). In Other Ranks, there is nominal shortfall of 16597 (1.44%) as on 01.04.2014.

(b) and (c) To mitigate any adverse impact on the functioning of the Army, appropriate measures have been undertaken including internal adjustments.

(d) Various measures have been taken on an ongoing basis to reduce shortages in the officers' cadre. Vigorous campaigns have been launched to attract the talented youth to join the Armed Forces. The service conditions of the officers joining through Short Service Commission (SSC) have been made attractive. The tenure of SSC officers has been increased from 10 years to 14 years. The implementation of recommendations of the VI Central Pay Commission with substantial improvement in the pay structure of officers of Armed Forces has also made the Services more attractive.

Army has undertaken sustained image projection campaign to create awareness among the youth on the advantages of taking up a challenging and satisfying career. Awareness campaigns, participation in career fairs and exhibitions, advertisements in print and electronic media, motivational lectures in schools, colleges are some of the measures in this direction.

All the above mentioned measures have resulted in gradual improvement in the last five years with shortage of officers reducing from 26% in 2010 to 17.77% in 2014.

New defence production policy

1413. DR. R. LAKSHMANAN: Will the Minister of DEFENCE be pleased to state:

- (a) whether Government proposes to bring in the new Defence Production Policy which was formulated in the year 2011;

†Original notice of the question was received in Hindi.

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

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) to (c) There is no proposal to bring in the new Defence Production Policy. The policy was announced in 2011 and since then, several steps have been initiated to implement the policy.

Induction of INS Kamorta

†1414. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of DEFENCE be pleased to state.

- (a) whether India's indigenously developed warship, INS Kamorta, is ready to be inducted in the Navy; and
- (b) if so, the details of the features of the submarine warship, INS Kamorta?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) Kamorta, under the Project 28 has been built at GRSE, Kolkata and delivered to the Indian Navy on 12th July 2014.

- (b) Kamorta, is a frontline warship with an array of anti-submarine warfare, anti-air and anti-surface weapons and sensors. Further details of the features cannot be divulged on the floor of the house in the interest of National Security.

Steps to prevent border infiltration

1415. DR. V. MAITREYAN: Will the Minister of DEFENCE be pleased to state:

- (a) the concrete steps taken by Government to combat and tackle the continuous infiltration of Chinese and Pakistani troops and continued tension near the Line of Control (LoC) in the Northern and North-eastern borders;
- (b) whether Government have adequate deployment of armed forces to control the aggression of Chinese and Pakistani troops in the recent months;
- (c) if so, the details thereof; and
- (d) the budgetary allocation made and amount disbursed during the last three years for the purchase of arms and ammunitions, artillery, fighter jets and other weapons exclusively for combating Chinese and Pakistani aggression along the LoC?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) There is no commonly delineated Line of Actual Control (LAC) between China and India. There

†Original notice of the question was received in Hindi.

are areas along the border where India and China have differing perception of LAC. Due to both sides undertaking patrolling upto their respective perceptions of the LAC, transgressions do occur. There is a well-established system for exchange of information and projecting any differences through border personnel meetings or flag meetings between the military personnel from the two sides, wherein they are guided by provisions of various agreements between India and China.

In Jammu and Kashmir, along the Line of Control the Army has adopted a robust counter-infiltration strategy which has an appropriate mix of technology and human resources put together to check infiltration effectively. Innovative troops deployment, efficient use of surveillance and monitoring devices and fencing along the Line of Control have enhanced the ability to detect and intercept infiltration.

(b) and (c) The Army has deployed adequate forces along the China and Pakistan borders and is well prepared to counter threats both in the conventional and sub-conventional domains.

(d) There is no separately identified expenditure for purchase of defence equipment exclusively for combating Chinese and Pakistani aggression along the LoC. However, the allocations made and expenditure incurred during the last three years are as under:-

(₹ in crores)

Year	Allocation	Expenditure
2011-12	53292.30	56281.88
2012-13	57395.46	58758.86
2013-14	66406.41	66850.30

Rafale jet contract

1416. DR. PRADEEP KUMAR BALMUCHU: Will the Minister of DEFENCE be pleased to state:

(a) whether Government is planning to resume the Rafale Jet contract that was stalled on financial grounds;

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

(c) whether the proposed Rafale deal is good enough from the transfer of technology aspect as well; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) The process

of negotiations with the L-1 vendor, M/s Dassault Aviation of France for procurement of Medium Multi Role Combat Aircraft (MMRCA) is on.

(c) and (d) The Request for Proposal (RFP) for procurement of MMRCA included a full section on Transfer of Technology (ToT) requirements. The offer of M/s Dassault Aviation for ToT is compliant to the requirements specified in the RFP.

Defence purchases through e-platform

1417. SHRI AAYANUR MANJUNATHA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government has decided that defence purchases above 10 lakh rupees will be sourced only through e-platform to curb the possibility of corruption in defence deals; and

(b) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) and (b) Sir, Department of Expenditure, Ministry of Finance, Government of India has issued instructions which envisage the implementation of end-to-end e-Procurement in respect of all procurements with estimated value of ₹ 10 lakh or more by Ministries / Departments of the Central Government, their attached and subordinate offices.

Registration of ex-servicemen with Zila Sainik Board

1418. SHRI C.M. RAMESH: Will the Minister of DEFENCE be pleased to state:

(a) whether Government has any mechanism to ensure that every Ex-service Men (ESM) is registered with Zila Sainik Board spread across the country;

(b) if so, the details of the Ex-service Men (ESM) registered in each and every Zila Sainik Board; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) Mechanism exists for registration of all Ex-Servicemen with Zila Sainik Boards. On retirement every ex-servicemen is required to register his name and other particulars with Zila Sainik Board as specified in individual's PPO/Discharge book. On registration with Zila Sainik Boards and after due verification, the individual is issued with ESM identity Card which facilitate him to claim welfare measures instituted by the Centre and State Government.

(b) The details of ESM registered in each and every Zila Sainik Board are given in the Statement (*See* below).

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

Statement*Details of ESM registered in each and every Zila Sainik Board*

State	Ex-servicemen				Widows				Grand Total
	Army	Air Force	Navy	Total	Army	Air Force	Navy	Total	
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh									
Anantapur	1556	470	59	2085	628	55	32	715	2800
Chittoor	6377	633	64	7074	2255	83	14	2352	9426
East Godavari	1819	519	144	2482	1027	80	26	1133	3615
Guntur	6720	583	385	7688	2789	98	37	2924	10612
Kadapa	2443	204	56	2703	733	41	10	784	3487
Krishna	3073	645	188	3906	1444	103	23	1570	5476
Kurnool	2399	302	57	2758	784	54	10	848	3606
Nellore	1239	244	69	1552	842	55	16	913	2465
Prakasam	6933	252	137	7322	2008	30	18	2056	9378
Srikakulam	3433	121	191	3745	704	15	20	739	4484
Vishakhapatnam	5726	1032	2945	9703	2924	106	192	3222	12925

Vizianagaram	1001	135	114	1250	370	26	8	404	1654
West Godavari	2803	427	119	3349	1399	89	32	1520	4869
TOTAL	45522	5567	4528	55617	17907	835	438	19180	74797
Arunachal Pradesh	484	0	0	484	39	0	0	39	523
Assam									
Cachar	5026	162	132	5320	403	10	5	418	5738
Dhubri	298	41	6	345	121	6	1	128	473
Dibrugarh	1371	263	27	1661	206	32	2	240	1901
Jorhat	3086	2134	1213	6433	462	57	6	525	6958
Kamrup	4675	640	81	5396	485	68	9	562	5958
Karbi Anglong	417	6	4	427	92	2	0	94	521
Kokrajhar	2089	28	7	2124	380	7	0	387	2511
Lakhimpur	600	39	3	642	124	6	0	130	772
Nagaon	3356	159	15	3530	484	19	0	503	4033
Sonitpur	1612	220	10	1842	322	10	0	332	2174
Karimganj	1896	43	30	1969	180	2	4	186	2155

1	2	3	4	5	6	7	8	9	10
Goalpara	682	19	3	704	230	6	2	238	942
Darrang	631	71	9	711	100	5	1	106	817
Barpeta	1491	63	9	1563	177	3	1	181	1744
RSB TOTAL	27230	3888	1549	32667	3766	233	31	4030	36697
Bihar									
Patna	8744	1163	442	10349	709	72	19	800	11149
Bhojpur (Ara)	23178	5220	2250	30648	2504	82	16	2602	33250
Chapra	9415	5193	907	15515	668	326	123	1117	16632
Muzaffarpur	8424	1301	2572	12297	412	27	16	455	12752
Motihari	3782	210	179	4171	507	36	56	599	4770
Darbhanga	5781	332	195	6308	481	4	14	499	6807
Bhagalpur	4420	425	222	5067	466	35	5	506	5573
Munger	3447	505	193	4145	432	31	11	474	4619
Gaya	5306	844	143	6293	546	34	3	583	6876
RSB TOTAL	72497	15193	7103	94793	6725	647	263	7635	102428

Chhattisgarh

Bilaspur	393	40	27	460	95	15	5	115	575
Durg	1100	112	71	1283	183	10	7	200	1483
Balod	113	5	1	119	13	0	0	13	132
Bemetra	33	0	0	33	2	0	0	2	35
Raipur	561	65	39	665	142	18	3	163	828
Raigarh	129	3	0	132	31	0	1	32	164
Rajnandgaon	108	11	6	125	34	1	0	35	160
Dhamtari	76	7	4	87	22	0	0	22	109
Mahasamund	95	2	4	101	24	0	0	24	125
Baloda Bazar	59	2	0	61	13	2	0	15	76
Garia Band	13	0	0	13	4	0	0	4	17
Baster	37	4	2	43	14	0	0	14	57
Kanker	109	2	1	112	15	1	0	16	128
Dantewada	6	0	2	8	1	1	0	2	10
Kondagaon	22	2	1	25	6	0	0	6	31

1	2	3	4	5	6	7	8	9	10
Sukuma	1	1	0	2	0	0	0	0	2
Bankunthpur (Korea)	51	6	3	60	13	0	0	13	73
Janjgir (Champa)	222	6	2	230	33	4	1	38	268
Korba	221	5	5	231	17	6	4	27	258
Mungeli	57	1	0	58	9	0	0	9	67
Sarguja (Ambikapur)	92	4	3	99	25	0	2	27	126
Surajpur	37	2	0	39	7	0	0	7	46
Balrampur	63	2	1	66	14	0	0	14	80
Kabirdham	12	0	0	12	2	0	0	2	14
Bijapur	3	0	1	4	5	0	0	5	9
Narayanpur	2	0	0	2	1	0	0	1	3
Jashpur	998	8	6	1012	326	2	0	328	1340
RSB TOTAL	4613	290	179	5082	1051	60	23	1134	6216
Goa	1091	208	718	2017	169	35	93	297	2314
Gujarat									
Ahmedabad	4198	1092	235	5525	457	83	15	555	6080

Vadodara	4168	1740	173	6081	468	110	10	588	6669
Surat	1508	217	105	1830	194	28	10	232	2062
Jamnagar	2777	419	181	3377	432	16	8	456	3833
Rajkot	2818	96	55	2969	540	5	3	548	3517
Sabarkantha	2638	46	5	2689	240	1	0	241	2930
Kutch (Bhuj)	674	101	90	865	155	17	3	175	1040
Mehsana	1295	89	16	1400	84	3	0	87	1487
RSB TOTAL	20076	3800	860	24736	2570	263	49	2882	27618
Himachal Pradesh									
Bilaspur	7274	84	84	7442	2186	5	4	2195	9637
Chamba	2902	25	35	2962	812	1	4	817	3779
Hamirpur	17545	268	554	18367	7625	43	66	7734	26101
Kangra / Dharmshala	41287	1112	2323	44722	12915	130	236	13281	58003
Kinnaur	335	1	2	338	55	0	0	55	393
Kullu	1293	7	7	1307	262	1	7	270	1577
Lahoul & Spiti	192	2	0	194	21	0	0	21	215

1	2	3	4	5	6	7	8	9	10
Mandi	12403	52	99	12554	3049	1	13	3063	15617
Shimla	3019	141	78	3238	469	11	11	491	3729
Sirmaur	2162	69	30	2261	462	9	6	477	2738
Solan	2879	108	63	3050	442	11	3	456	3506
Una	10044	254	255	10553	2953	35	42	3030	13583
RSB TOTAL	101335	2123	3530	106988	31251	247	392	31890	138878
Haryana									
Ambala	11543	311	2047	13901	3458	70	349	3877	17778
Bhiwani	31292	591	397	32280	10089	189	140	10418	42698
Faridabad	3547	672	651	4870	799	27	64	890	5760
Fatehabad	3160	41	72	3273	2178	7	6	2191	5464
Gurgaon	22401	4275	3715	30391	3546	602	681	4829	35220
Hissar	11024	171	281	11476	4749	115	166	5030	16506
Jhajjar	32707	613	763	34083	11955	329	209	12493	46576
Jind	9718	208	281	10207	2436	24	33	2493	12700

Kaithal	3511	50	152	3713	1227	9	11	1247	4960
Karnal	5813	160	477	6450	1594	46	91	1731	8181
Kurukshetra	4685	121	447	5253	1236	9	48	1293	6546
Raaul	19382	181	194	19757	5808	27	26	5861	25618
Panchkula	8115	837	1086	10038	1516	31	79	1626	11664
Panipat	6604	89	214	6907	1425	6	29	146	8367
Palwal	5710	443	339	6492	1061	21	60	1142	7634
Rewari	20429	2248	2928	25605	4619	76	98	4793	30398
Rohtak	17334	568	730	18632	4666	127	187	4980	23612
Sirsa	4901	37	274	5212	2273	3	22	2298	7510
Sonipat	15780	965	1222	17967	5164	191	286	5641	23608
Yamuna Nagar	6735	178	535	7448	1877	46	117	2040	9488
RSB TOTAL	244391	12759	16805	273955	71676	1955	2702	76333	350288
Jammu and Kashmir									
Baramulla	3026	10	1	3037	890	4	0	894	3931
Doda	2708	9	5	2722	599	0	0	599	3321

1	2	3	4	5	6	7	8	9	10
Jammu	29805	344	393	30542	9609	92	49	9750	40292
Kathua	6717	78	47	6842	2588	10	8	2606	9448
Leh	3807	23	2	3832	515	0	0	515	4347
Poonch	1868	8	1	1877	475	3	0	478	2355
Rajouri	5893	21	6	5920	1464	5	2	1471	7391
Samba	9491	57	28	9576	3275	10	1	3286	12862
Srinagar	2444	58	8	2510	556	9	0	565	3075
Udhampur	4988	61	15	5064	2484	14	1	2499	7563
RSB TOTAL	70747	669	506	71922	22455	147	61	22663	94585
Jharkhand									
Chaibasa	3704	339	159	4202	359	24	16	399	4601
Dumka	1778	105	34	1917	582	5	3	590	2507
Hazaribagh	905	201	110	1216	118	6	3	127	1343
Ranchi	8166	607	517	9290	1208	0	140	1348	10638
Gumla	4415	174	119	4708	522	5	10	537	5245
RSB TOTAL	18968	1426	939	21333	2789	40	172	3001	24334

1	2	3	4	5	6	7	8	9	10
Kerala									
Thiruvananthapuram	19527	1984	779	22290	7888	1732	836	10456	32746
Kollam	12814	2399	886	16099	3096	543	129	3768	19867
Pathanamthitta	13470	2849	1112	17431	4663	754	185	5602	23033
Alappuzha	1351	301	120	1772	303	30	7	340	2112
Kottayam	7128	2263	780	10171	2036	345	133	2514	12685
Idukki	21130	1630	2248	25008	4997	356	405	5758	30766
Ernakulam	8329	2356	2614	13299	2770	385	355	3510	16809
Thrissur	9507	2527	705	12739	3422	435	168	4025	16764
Palakkad	9442	2195	789	12426	3224	390	133	3747	16173
Malappuram	5140	629	349	6118	2384	137	75	2596	8714
Kozhikode	8789	709	1004	10502	3425	186	112	3723	14225
Wayanad	1350	144	69	1563	378	28	13	419	1982
Kannur	11829	1191	714	13734	4277	312	135	4724	18458
Kasarago	1321	222	108	1651	369	22	5	396	2047
RSB TOTAL	131127	21399	12277	164803	43232	5655	2691	51578	216381

Madhya Pradesh

Betul	423	43	10	476	85	6	1	92	568
Bhind	6487	2	4	6493	1318	0	0	1318	7811
Bhopal	2462	291	233	2986	440	32	15	487	3473
Chatarpur	371	25	6	402	122	3	1	126	528
Chhindwara	330	28	5	363	143	6	3	152	515
Damoh	507	27	18	552	120	14	2	136	688
Dewas / Khandwa	420	31	45	496	136	16	11	163	659
Guna	382	18	12	412	174	4	5	183	595
Gwalior	4602	458	179	5239	874	42	12	928	6167
Hoshangabad	498	36	16	550	146	7	2	155	705
Indore	3424	291	253	3968	961	46	72	1079	5047
Jabalpur	3869	122	147	4138	1121	44	26	1191	5329
Mandsaur	256	6	7	269	56	6	4	66	335
Morena	3323	5	16	3344	709	1	1	711	4055
Naringpur	419	15	13	447	146	3	1	150	597
Ratlam	250	33	17	300	81	2	0	83	383

	1	2	3	4	5	6	7	8	9	10
Rewa		4861	105	43	5009	555	3	4	562	5571
Sagar		774	35	11	820	261	7	2	270	1090
Satna		2160	26	49	2235	342	3	4	349	2584
Seoni		226	16	8	250	79	3	1	83	333
Shahdol		381	5	6	392	80	2	1	83	475
Sidhi		1491	6	10	1507	183	1	2	186	1693
Tikamgarh		197	6	4	207	42	0	1	43	250
Ujjain		976	60	49	1085	142	4	2	148	1233
RSB TOTAL		39089	1690	1161	41940	8316	255	173	8744	50684

Maharashtra

Ahmednagar	6155	287	354	6796	2240	48	20	2308	9104
Akola	1789	90	45	1924	691	15	12	718	2642
Amravati	3229	107	37	3373	1306	14	2	1322	4695
Aurangabad	3586	209	154	3949	883	30	17	930	4879
Beed	2840	12	20	2872	562	2	3	567	3439

Bhandara	732	18	20	770	121	0	4	125	895
Buldhana	3883	58	25	3966	1361	5	7	1373	5339
Chandrapur	964	52	38	1054	241	14	4	259	1313
Dhule	1220	62	17	1299	383	4	5	392	1691
Gadchiroli	96	4	0	100	19	0	0	19	119
Gondia	656	13	8	677	89	2	1	92	769
Hingoli	401	4	5	410	120	1	0	121	531
Jalgaon	2508	199	62	2769	684	34	8	726	3495
Jalna	1044	20	16	1080	281	3	1	285	1365
Kolhapur	10426	341	362	11129	4293	91	51	4435	15564
Latur	2989	32	19	3040	544	5	1	550	3590
Mumbai City	4406	491	3969	8866	359	38	68	465	9331
Mumbai Sub	5616	1484	2283	9383	1214	138	138	1490	10873
Nandurbar	202	17	3	222	90	11	3	104	326
Nagpur	4013	367	886	5266	1230	146	62	1438	6704
Nanded	1004	36	12	1052	230	3	2	235	1287

1	2	3	4	5	6	7	8	9	10
Osmanabad	3293	29	32	3354	843	2	1	846	4200
Nasik	4814	1261	248	6323	1054	98	16	1168	7491
Parbhani	691	15	8	714	151	2	0	153	867
Pune	19656	3754	1915	25325	3718	501	179	4398	29723
Raigad	2883	147	386	3416	1984	17	15	2016	5432
Ratnagiri	3805	66	103	3974	3381	18	150	3549	7523
Satara	16624	338	421	17383	7220	70	39	7329	24712
Sangli	13282	239	280	13801	5118	132	57	5307	19108
Sindhudurg	3131	62	42	3235	2214	15	9	2238	5473
Solapur	5766	217	121	6104	2177	37	9	2223	8327
Thane	5485	1458	2778	9721	1056	110	149	1315	11036
Wardha	1032	80	30	1142	325	16	6	347	1489
Washim	679	20	6	705	299	6	0	305	1010
Yavatmal	1095	66	22	1183	583	18	6	607	1790
RSB TOTAL	139995	11655	14727	166377	47064	1646	1045	49755	216132

Manipur										
Churachandpur	2119	14	12	2145	190	5	3	198	2343	
Imphal	4152	60	21	4233	547	8	5	560	4793	
RSB TOTAL	6271	74	33	6378	737	13	8	758	7136	
Meghalaya										
	2191	82	53	2326	851	29	18	898	3224	
Mizoram										
Aizwal	3508	20	15	3543	3047	3	10	3060	6603	
Lunglei	894	1	3	898	365	3	6	374	1272	
Kolasib	606	0	3	609	441	0	1	442	1051	
Champai	781	0	0	781	302	0	0	302	1083	
RSB TOTAL	5789	21	21	5831	4155	6	17	4178	10009	
Nagaland										
Dimapur	553	1	0	554	119	0	0	119	673	
Kohima	819	3	11	833	211	0	0	211	1044	
Mokokchung	883	0	0	883	222	0	0	222	1105	
Wokha	556	1	0	557	167	0	0	167	724	

1	2	3	4	5	6	7	8	9	10
Zunheboto	324	3	3	330	62	0	0	62	392
RSB TOTAL	3135	8	14	3157	781	0	0	781	3938
Odisha									
Balasore	10654	2136	955	13745	418	72	42	532	14277
Cuttack	6041	639	344	7024	1057	15	17	1089	8113
Dhenkanal	3799	919	246	4964	333	29	12	374	5338
Ganjam/Berhampur	4624	282	141	5047	557	21	9	587	5634
Kalahandi	2055	316	132	2503	213	15	7	235	2738
Sambalpur	1337	318	128	1783	403	15	9	427	2210
RSB TOTAL	28510	4610	1946	35066	2981	167	96	3244	38310
Punjab									
Amritsar	24103	1229	844	26176	3968	169	127	4264	30440
Taran Taran	22606	1214	838	24658	3169	149	114	3432	28090
Bathinda	7478	254	52	7784	1720	27	7	1754	9538
Faridkot	2975	59	21	3055	770	4	1	775	3830

Fatehgarh Sahib	4600	164	36	4800	1084	13	5	1102	5902
Ferozepur	5103	96	58	5257	1260	20	11	1291	6548
Gurdaspur	27345	455	307	28107	4908	146	96	5150	33257
Hoshiarpur	43628	997	608	45233	4457	1156	81	5694	50927
Jalandhar	16360	983	780	18123	5587	42	32	5661	23784
SAS Nagar	3981	158	86	4225	954	47	15	1016	5241
Kapurthala	10434	172	148	10754	2521	29	16	2566	13320
Ludhiana	32167	1878	738	34783	4798	147	56	5001	39784
Mansa	3446	31	22	3499	1332	3	2	1337	4836
Patiala	6369	1345	330	8044	1467	223	221	1911	9955
Ropar	8166	363	161	8690	1768	62	16	1846	10536
Mohali	3337	850	183	4370	1091	123	36	1250	5620
Sangrur	8918	248	54	9220	2281	32	10	2323	11543
Barnala	3908	72	67	4047	1086	51	10	1147	5194
Moga	8741	7	3	8751	2030	3	2	2035	10786
Muktsar	2138	38	5	2181	517	6	1	524	2705
RSB TOTAL	245803	10613	5341	261757	46768	2452	859	50079	311836

	1	2	3	4	5	6	7	8	9	10
Rajasthan										
Ajmer	7272	608	651	8531	2169	297	288	2754	11285	
Bhilwara	2949	64	68	3081	776	2	1	779	3860	
Alwar	18393	398	635	19426	3417	92	113	3622	23048	
Barmer	2425	64	23	2512	229	5	2	236	2748	
Bharatpur	6849	136	85	7070	1396	10	7	1413	8483	
Dholpur	450	20	7	477	137	5	4	146	623	
Bikaner	3970	463	58	4491	631	34	3	668	5159	
Churu	7680	98	58	7836	2320	10	7	2337	10173	
Jaipur	8353	556	331	9240	1705	62	15	1782	11022	
Dausa	723	75	57	855	133	17	4	154	1009	
Jaisalmer	2540	54	11	2605	402	5	3	410	3015	
Jhunjhunu	16071	309	274	16654	3394	38	30	3462	20116	
Jodhpur	17116	1936	254	19306	2284	232	18	2534	21840	
Kota	3490	94	87	3671	420	11	5	436	4107	

Jhalawar	331	7	5	343	72	2	0	74	417
Baran	337	11	9	357	62	0	0	62	419
Bundi	1071	24	19	1114	280	7	2	289	1403
Karauli	4820	18	5	4843	1144	0	0	1144	5987
Sawai Madhopur	2079	9	4	2092	55	0	0	55	2147
Nagaur	4022	107	44	4173	1274	16	6	1296	5469
Pali	3080	180	134	3394	659	9	8	676	4070
Sirohi	305	71	72	448	448	91	3	542	990
Jalore	83	21	22	126	26	3	2	31	157
Sikar	15671	697	284	16652	5763	96	54	5913	22565
Sri Ganganagar	1029	75	9	1113	398	9	0	407	1520
Hanumangarh	3251	95	11	3357	681	5	0	686	4043
Tonk	1060	13	14	1087	209	0	0	209	1296
Udaipur	2175	229	231	2635	269	55	39	363	2998
Rajsamand	1917	350	364	2631	671	83	78	832	3463
Dungarpur	189	35	29	253	40	6	4	50	303

1	2	3	4	5	6	7	8	9	10
Chhittorgarh	188	31	45	264	781	4	1	786	1050
Banswada	56	4	4	64	8	0	0	8	72
Pratapgarh	33	5	2	40	1	0	0	1	41
Chirawa	17332	217	262	17811	3836	27	35	3898	21709
Didwana	8948	215	112	9275	3790	33	48	3871	13146
RSB TOTAL	166258	7289	4280	177827	39880	1266	780	41926	219753
Sikkim									
Gangtok (E/N)	679	1	4	684	271	1	4	276	960
Gyalsi/Geyzing (W)	224	0	0	224	95	0	0	95	319
Namchi (s)	181	0	0	181	90	0	1	91	272
RSB TOTAL	1084	1	4	1089	456	1	5	462	1551
Tamil Nadu									
Chennai	8225	585	1896	10706	3094	98	433	3625	14331
Coimbatore	2168	1255	307	3730	1670	234	29	1933	5663
Tirupur	1160	40	19	1219	31	114	8	433	1652

Cuddalore	1644	57	170	1871	1130	30	44	1204	3075
Dindigul	2720	180	129	3029	1458	41	25	1524	4553
Erode	1280	47	220	1547	939	24	28	991	2538
Kancheepuram	4316	183	1182	5681	1793	74	434	2301	7982
Kanniyakumari	4503	635	167	5305	1790	129	47	1966	7271
Krishnagiri	5270	163	60	5493	3400	16	17	3433	8926
Dharmapuri	1471	29	4	1504	479	5	5	489	1993
Madurai	5732	203	649	6584	2448	37	133	2618	9202
Nagapattinam	1437	29	151	1617	647	4	36	687	2304
Tiruvarur	1399	37	152	1588	507	1	18	526	2114
Pudukottai	770	41	78	889	388	4	20	412	1301
Ramanathapuram	1490	33	83	1606	496	6	18	520	2126
Salem	3090	307	71	3468	1653	68	61	1782	5250
Namakkal	979	134	26	1139	575	20	26	621	1760
Sivaganga	1980	52	152	2184	562	11	29	602	2786
Thanjavur	2784	131	394	3309	1620	35	96	1751	5060

1	2	3	4	5	6	7	8	9	10
The Nilgiris	1738	82	247	2067	691	19	50	760	2827
Theni	3711	90	154	3955	1247	10	22	1279	5234
Thoothukudi	3478	354	93	3925	1573	79	29	1681	5606
Tiruchirapalli	4157	302	569	5028	2072	64	126	2262	7290
Perambalur	124	29	37	190	203	1	3	207	397
Karur	705	22	54	781	340	9	14	363	1144
Ariyalur	957	29	40	1026	213	7	10	230	1256
Tirunelveli	4230	153	584	4967	2542	41	145	2728	7695
Tiruvallur	4408	97	672	5177	1772	34	262	2068	7245
Tiruvannamalai	6026	46	66	6138	4893	12	15	4920	11058
Vellore	16691	219	345	17255	10673	30	159	10862	28117
Villupuram	2900	50	121	3071	2325	12	36	2373	5444
Virudhunagar	4980	116	296	5392	2498	35	77	2610	8002
RSB TOTAL	106523	5730	9188	121441	56002	1304	2455	59761	181202
Telangana									
Adilabad	371	43	9	423	62	3	1	66	489

Hyderabad	6331	2366	544	9241	1754	408	97	2259	11500
Karimnagar	656	111	17	784	159	8	0	167	951
Khammam	510	86	22	618	160	6	3	169	787
Mahabubnagar	1319	112	18	1449	239	9	4	252	1701
Medak	824	176	47	1047	266	14	5	285	1332
Nalgonda	625	99	20	744	274	13	1	288	1032
Nizamabad	430	92	15	537	121	2	0	123	660
Rangareddy	7980	3588	370	11938	1608	357	82	2047	13985
Warangal	592	171	27	790	183	15	3	201	991
TOTAL	19638	6844	1089	27571	4826	835	196	5857	33428
Tripura	2276	118	53	2447	605	18	13	636	3083
Uttar Pradesh									
Agra	7765	903	280	8948	1091	81	33	1205	10153
Aligarh	6078	713	209	7000	705	36	12	753	7753
Allahabad	4322	1265	159	5746	613	136	13	762	6508
Ambedkar Nagar	419	175	125	719	109	25	15	149	868

1	2	3	4	5	6	7	8	9	10
Azamgarh	3591	245	315	4151	326	8	9	343	4494
Badaun	2526	36	70	2632	561	8	6	575	3207
Bahraich	610	25	23	658	230	3	2	235	893
Ballia	8117	1874	1014	11005	1739	599	164	2502	13507
Balrampur	179	25	6	210	90	3	4	97	307
Banda	2135	49	15	2199	339	6	0	345	2544
Barabanki	1240	66	29	1335	606	13	2	621	1956
Bareilly	6573	297	221	7091	930	69	22	1021	8112
Basti	1719	82	121	1922	355	18	5	378	2300
Bijnore	1319	72	39	1430	465	8	3	476	1906
Bulandshahr	13898	1369	966	16233	2780	225	141	3146	19379
Chandauli	930	60	51	1041	53	1	3	57	1098
Chitrakut	511	21	8	540	61	8	7	76	616
Deoriah	5412	165	98	5675	1880	19	3	1902	7577
Etah	7368	79	64	7511	1066	5	4	1075	8586

Etawah	8597	300	130	9027	1437	30	15	1482	10509
Faizabad	4102	203	227	4532	1037	32	27	1096	5628
Fatehgarh	10147	222	136	10505	2094	18	6	2118	12623
Fatehpur	4417	114	57	4588	642	40	16	698	5286
Ferozabad	4375	92	88	4555	870	6	7	883	5438
Gautam Budh Nagar	4164	1620	736	6520	331	120	41	492	7012
Ghazipur	10044	1598	354	11996	1678	559	159	2396	14392
Ghaziabad	21907	213	366	22486	254	33	31	318	22804
Gonda	2048	106	59	2213	433	13	14	460	2673
Gorakhpur	3699	1166	535	5400	520	105	16	641	6041
Hamirpur	1035	67	32	1134	228	12	7	247	1381
Hardoi	3080	177	127	3384	697	24	43	764	4148
Hathras	5305	70	38	5413	987	8	6	1001	6414
Jalaun	3167	57	45	3269	620	5	2	627	3896
Jaunpur	1808	239	196	2243	182	87	19	288	2531
Jhansi	1948	137	29	2114	401	21	0	422	2536

1	2	3	4	5	6	7	8	9	10
Jyotiba Phule Nagar	609	68	21	698	101	1	0	102	800
Kanpur City	3449	205	148	382	472	14	6	492	4294
Kanpur Dehat	4536	4775	219	9530	748	332	48	1128	10658
Kaushambi	521	79	19	619	70	10	2	82	701
Kushinagar	1837	30	5	1872	39	2	1	42	1914
Khiri	521	79	19	619	70	10	2	82	701
Lucknow	14653	2017	3808	20478	1481	190	318	1989	22467
Maharajganj	720	57	58	835	170	18	20	208	1043
Mahoba	220	21	5	246	45	1	0	46	292
Mainpuri	14500	3	8	14511	6218	2	1	6221	20732
Mathura	6454	248	136	6838	861	9	6	876	7714
Mau	2713	291	277	3281	245	22	15	282	3563
Meerut	8632	523	417	9572	1564	46	24	1634	11206
Mirzapur	1115	65	117	1297	144	5	6	155	1452
Moradabad	1452	51	48	1551	821	6	13	840	2391
Muzaffarnagar	4885	504	49	5438	636	44	11	691	6129

Pilibhit	1275	21	12	1308	212	17	15	244	1552
Pratapgarh	4313	200	384	4897	653	17	58	728	5625
Raebareilly	4102	220	127	4449	1120	26	9	1155	5604
Rampur	2051	66	44	2161	774	1	0	775	2936
Sant Ravidas Nagar	2163	57	51	2271	559	18	11	588	2859
Saharanpur	2171	535	108	2814	510	49	15	574	3388
Shahjahanpur	173	40	10	223	37	4	1	42	265
Shrawasti	384	36	48	468	123	4	4	131	599
Siddharthnagar	1000	70	20	1090	178	15	7	200	1290
Sitapur	215	22	3	240	10	1	1	12	252
Sonbhadra	122	3	1	126	29	0	0	29	155
Sultanpur	6034	469	165	6668	1761	114	112	1987	8655
Unnao	2171	412	110	2693	522	34	2	558	3251
Varanasi	3896	624	430	4950	388	49	35	472	5422
RSB TOTAL	261442	25693	13835	300970	46971	3445	1600	52016	352986
Uttarakhand									
Almora	9918	88	203	10209	3396	32	35	3463	13672
Bageshwar	7925	37	62	8024	2876	9	12	2897	10921

	1	2	3	4	5	6	7	8	9	10
Chamoli		11386	6	20	11412	3518	6	4	3528	14940
Champawat		3251	15	24	3290	840	4	6	850	4140
Dehradun		18865	1333	1209	21407	3314	88	80	3482	24889
Haridwar		3385	259	87	3731	677	16	7	700	4431
Lansdowne		14025	125	281	14431	3979	21	32	4032	18463
Nainital		8974	232	238	9444	2162	49	68	2279	11723
Pauri		7712	35	66	7813	1993	14	12	2019	9832
Pithoragarh		16204	80	176	16460	6248	19	24	6291	22751
Rudraprayag		3147	13	15	3175	1115	2	2	1119	4294
Tehri		5122	15	14	5151	1754	4	4	1762	6913
Udham Singh Nagar		5931	69	67	6067	1465	13	4	1482	7549
Uttarkashi		775	13	0	788	172	1	0	173	961
RSB TOTAL		116620	2320	2462	121402	33509	278	290	34077	155479
West Bengal										
24 Parganas (N)		8387	3963	1422	13772	1102	356	59	1517	15289
24 Parganas (S)		3655	1832	401	5888	497	142	26	665	6553

Kolkata	3359	1305	519	5183	759	234	59	1052	6235
Burdwan	6066	1248	256	7570	587	37	24	648	8218
Darjeeling	11738	209	172	12119	2308	61	45	2414	14533
Howrah	2386	1484	271	4141	366	234	52	652	4793
Jalpaiguri	4149	160	115	4424	387	17	12	416	4840
Krishnagar (Nadia)	5756	769	284	6809	347	27	7	381	7190
Midnapur	6475	885	282	7642	575	176	8	759	8401
Dakshin Kinajpur	1738	111	57	1906	219	10	1	230	2136
Berhampore	3665	109	94	3868	310	2	6	318	4186
Malda	1712	69	40	1821	243	9	1	253	2074
RSB Total	59086	12144	3913	75143	7700	1305	300	9305	84448
Andaman and Nicobar Islands	431	43	163	637	124	0	10	134	771
Chandigarh (UT)	6604	2681	374	9659	1508	502	49	2059	11718
Delhi	29073	6485	2796	38354	5092	968	656	6716	45070
Puducherry	1307	375	86	1768	423	42	3	468	2236

War memorials of Indian soldiers

1419. SHRI TARUN VIJAY: Will the Minister of DEFENCE be pleased to state:

- (a) the number of war memorials dedicated-to the sacrifices of Indian Soldiers who laid their lives to protect Indian Independence have been created since 1947;
- (b) the details thereof, location-wise;
- (c) whether there exists any war memorial to commemorate the 1971 war or Kargil victory in the National Capital;
- (d) whether such a memorial exists outside Delhi, if so, the details thereof;
- (e) whether there is a plan to erect a suitable and grand war memorial for the martyrs of the Indian Armed Forces in the National Capital; and
- (f) whether such a plan is ready or under consideration and, if so, any time period for its commencement and completion?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) Approximately, 120 regional war memorials including individual memorials exist under various regional Commands.

(b) Location-wise details are given in the Statement (*See below*).

(c) and (d) **Memorial for 1971 Operations:** The 'Amar Jawan Jyoti' was built under the Arch of India Gate on 26th January 1972 as a tribute to those soldiers who laid down their lives in the Indo-Pak War of 1971.

Kargil War Memorial: No war memorial has been built in Delhi to commemorate the Kargil War victory. The troops of Northern Command constructed Kargil War Memorial in Drass.

(e) and (f) The matter is under consideration of the Government.

Statement*Location-wise details of war memorials created under various regional commands*

Sl.No.	Name of War Memorial	Location	Maintained By	Remarks
Northern Command				
1.	Dhruva War Memorial	Udhampur		
2.	Kargil War Memorial	Drass	HQ 14 Corps	
3.	Rezang La Memorial	Chusul	HQ 14 Corps	
4.	Siachen War Memorial	Bases Camp	HQ 14 Corps	
5.	Hall of Fame	Leh	HQ 14 Corps	
6.	13 Fd Regt	Chusul	HQ 14 Corps	
7.	3 Mech Inf	Chusul	HQ 14 Corps	
8.	Kala Pahar Memorial	Kargil	HQ 14 Corps	
9.	Kiary Mil Memorial	Kiari Leh	HQ 14 Corps	
10.	Sheshar Thang	Sheshar Thang	HQ 14 Corps	
11.	Maj. Somnath War Memorial	Old Air Fd., Srinagar	HQ 15 Corps	

Sl.No.	Name of War Memorial	Location	Maintained By	Remarks
12.	Budgam War Memorial	35RR/12Sect RR	HQ 14 Corps	
13.	Chinar War Memorial	HQ 15 Corps	HQ 15 Corps	
14.	Veer Smiriti	HQ Victor Force	HQ 15 Corps	
15.	Khanabal Memorial	HQ 1 Sect. RR	HQ 15 Corps	
16.	Wazur Memorial	HQ 2 Sect. RR	HQ 15 Corps	
17.	Wusan Memorial	24RR/3 Sect RR	HQ 15 Corps	
18.	Ashwamedh Shaurya Sthal	Nagrota	HQ 16 Corps	
19.	Warriors Grove War Memorial		HQ 16 Corps	
20.	Sunderbani Memorial	HQ 28 Inf Bde	HQ 16 Corps	
21.	Gove of Silence War Memorial	HQ 52 Inf Bde	HQ 16 Corps	
22.	191 Inf Bde War Memorial	HQ 191 Inf Bde	HQ 16 Corps	
23.	Hall of Fame	Rajouri	HQ 16 Corps	
24.	Yudunath Singh Memorial	Naoshera	HQ 16 Corps	
25.	Naman Sthal	Poonch	HQ 16 Corps	
26.	Op War Memorial	Op Hill	HQ 16 Corps	

27.	Late Nb Sub Chuni Lai Memorial	Gatha Park	HQ 16 Corps
28.	War Memorial	Palmal	HQ 16 Corps
	Western Command		
29.	Vijay Smarak	Ambala Cantt.	HQ 2 Corps
30.	Patiala State Forces Cenotaph	Patiala	HQ 1 Armd Div
31.	Black Elephant Cenotaph	Patiala	HQ 1 Armd Div
32.	Basantar War Memorial	Mamun	HQ 16(1) Armd Bde
33.	1&4 GR War Memorial	Subathu	14GTC
34.	Shaheed Smarka	Dharamsala	HQ 21 Sub Area
35.	State War Memorial	Dharamsala	HQ 21 Sub Area
36.	Jammu & Kashmir State War Memorial	Jammu Cantt.	HQ 21 Sub Area
37.	Tiger War Memorial	Jammu Cantt.	HQ 21 Sub Area
38.	Balidan Stambh	Jammu Cantt.	HQ 21 Sub Area
39.	Khetarpal Memorial	Samba	HQ 29 Inf Div
40.	Rajawat War Memorial	NH-1	HQ 29 Inf Div
41.	Maj Tilak Raj War Memorial	On rd Chichwal to Khora	HQ 29 Inf Div

Sl.No.	Name of War Memorial	Location	Maintained By	Remarks
42.	3 Madras Memorial	On lin rd from NHIA to Vill. Kathi	HQ 29 Inf Div	
43.	War Memorial Lnk Lai Kakhi Gurung	On lin rd from NHIA to Vill. Kathi	HQ 29 Inf Div	
44.	Lok Bahadur Stadium War Memorial	Vill. Sangwali Mandi	HQ 29 Inf Div	
45.	Amar Veer Memorial	Hq 168 Inf Bde	HQ 29 Inf Div	
46.	JAK War Memorial	Hq 168 Inf Bde	HQ 26Inf Div	
47.	Tiger War Memorial	Hq 168 Inf Bde	HQ 26Inf Div	
48.	Balidan Stambh	Hq 168 Inf Bde	HQ 26Inf Div	
49.	Punjab State War Memorial	Jalandhar	HQ 11 Corps	Maintained by RSB
50.	Memorial at 11 Corps	Jalandhar	HQ 11 Corps	A1 def land
51.	Dogra War Memorial Khasa	Amritsar	HQ 54 Inf Bde	A1 def land
52.	Maj Dalit Mohan Bhatia Vrc memorial	Amritsar	HQ 54 Inf Bde	Aldef land
53.	Maj DS Randhawa, MVC Memorial	Amritsar	HQ 15 Inf Bde	Aldef land
54.	Jaggar Singh War Memorial	Kapurthala	HQ 11 Corps	Maintained by RSB
55.	Sub Dewa Singh War Memorial	Kapurthala	HQ 11 Corps	Maintained by RSB

56.	CQMH Abdul Hamid, PVC, War Memorial	Kapurthala	HQ 38InfBde	
57.	Memorial of Sahid Bhagat Singh, Sukhdev and Rajguru	Hussainiwala	HQ 48InfBde	The war memorial of 1971 war of 15 PUNJAB is also loc at Hussainiwala
58.	Bakri War Memorial	Hussainiwala	HQ 65InfBde	B-2 land, Management of this is with State Govt.
59.	Dera Baba Nanak War Memorial	-	HQ 86InfBde	A-1 Defence Land
60	Veer Smriti	Chandimandir	HQ Western Comd	Maintained by HQ 37 Inf Bde
Central Command				
61.	Shatrujeet War Memorial	Agra		
62.	MangalPandey War Memorial	Lucknow		
63.	Col KH Sharawat, SM Memorial	Meerut Cantt		
64.	Maj Ranbir Sing, VrC Memorial	Meerut Cantt		
65.	War Memorial at Baoli	Baghpat		
66.	Lal Gate Memorial	Garhi Cantt Dehradun		
67.	Garhwal Rifles Regtl War Memorial	Landsdowne		

Sl.No.	Name of War Memorial	Location	Maintained By	Remarks
68.	War Memorial of Ghagora	Dehradun		
69.	War Memorial of Kiranti Lines	Lucknow		
70.	Smiritika War Memorial	Lucknow		
71.	Shahjahanpur War Memorial	Shahjahanpur		
72.	War Memorial Late Rfn Kuldeep Singh, VrC	Aleru, Tehri Garh		
73.	War Memorial Late Rfn Gabar Singh	Charma		
74.	9 JAK LI War Memorial(War Memorial of 09 or of 4/3 GR)	Charma		
75.	14 JAT (War Memorial of 03ORof JAT)	Charma		
76.	The Sikh Regimental Centre War Memorial	Ramgarh	HQ MB Area	
77.	Saragarhi War Memorial	Ramgarh Cantt	HQ MB Area	
78.	Op Hill War Memorial	Mendhar (J&K)	HQ MB Area	
79.	Lipa Valley War Memorial	Lipa (J&K)	HQ MB Area	
80.	UR War Memorial	Uri (J&K)	HQ MB Area	

81.	Baramulla War Memorial	Baramulla (J&K)	HQ MB Area
82.	Poonch War Memorial	Poonch Sector (J&K)	HQ MB Area
	Southern Command		
83.	Golden Katar War Memorial	Ahmedabad Mil Stn	118 Engr Regt/HQ 11 Inf Div
84.	Marwar Garden	Diu	Civ Administration Under HQ 31 InfBde AOR
85.	Parbat Ali	Gandhinagar Mil Stn	HQ 85 Inf Bde/HQ 11 InfDiv
86.	Laungewala War Memorial	Laungewala	25 Rajput/HQ 20 Inf Bde/ 12 Rapid
87.	War Memorial BP-638	Laungewala	25 Rajput/HQ 20 Inf Bde/ 12 Rapid
88.	168 Med Reg War Memorial	Laungewala	25 Rajput/HQ 20 Inf Bde/ 12 Rapid
89.	Sadhewala War Memorial	Sadhewala	22 Grendaieres/ HQ 20 Inf Bde/12 RAPID
90.	Hav Bhajan Singh War Memorial	Laungewala	25 Rajput/HQ 20 Inf Bde/ 12 Rapid
91.	Op Prakaram Memorial	Laungewala	25 Rajput/HQ 20 Inf Bde/ 12 Rapid

Sl.No.	Name of War Memorial	Location	Maintained By	Remarks
92.	White Tiger War Memorial	Jhansi	HQ 31 Armd Div	
93.	HAWK Hill War Memorial	Sugor	HQ 36 Armd Div	
94.	Koregaon War Memorial	Pune	Mahar Regt Centre	
95.	Pangode War Memorial	Thirumala	Hq 54 Inf Div	
96.	EME War Memorial	Bhopal	3 EME Centre	
97.	Victory War Memorial	Chennai		Local
98.	Pioneer Corps War Memorial	Bangalore		Local
99.	Kanglatongbi War Memorial	CMM Jabalpur	AOC Centre	
100.	CMP War Memorial	CMP Centre	Stn HQ Faizabad	
101.	Madras Regt War Memorial			
102.	Maratha LI Memorial	Belgaum	Maratha LI Regtl Centre	
103.	MEG and Centre War Memorial	Bangalore		
104.	EME War Memorial	Secunderabad	1 EME Centre	
105.	Pangode War Memorial	Thiruvanthapuram		
106.	Para Regtl Centre war	Bangalore	Para Regt Trg Centre	

107.	MIRC War Memorial	Pune	
108.	Guards Regtl Centre Memorial	Kamptee	
109.	Goa Liberation Memorial	HQ 2 STC	
110.	Bombay Sappers Memorial	BEG and Centre Kirkee	
111.	Bombay Pioneer Memorial	BEG and Centre Kirkee	
112.	Armd Corps War Memorial	Ahmednagar	
113.	National War Memorial	HQ Pune Sub Area	
114.	War Memorial/Matrr' Gallery	OTA Chennai	
	Southern Western Command		
115.	War Memorial Faizabad	Faizabad	HQ 7 Inf Bde/HQ 1 Corps
116.	War Memorial, Allahabad	Allahabad	HQ 4 Inf Bde/HQ 1 Corps
117.	Jharkhand War Memorial	202 Engr Regt	HQ 1 Corps
118.	1 Corps War Memorial	59 Engr Regt	HQ 1 Corps
119.	Nagi War Memorial	4 PARA	HQ 10 Corps
120.	Yodha Yaadgar	Bathinda	HQ 10 Corps

Complaints regarding purchase of warship

1420. SHRI BASAWARAJ PATIL: Will the Minister of DEFENCE be pleased to state:

(a) whether there are several complaints against warship purchases and their utilization in India; and

(b) if so, the steps taken by Government to overcome this problem?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) No, Sir.

(b) Does not arise.

Implementation of Guidelines on OROP

1421. SHRI MAHENDRA SINGH MAHRA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government issued guidelines for One Rank One Pension (OROP) for Retired Armed Forces Personnel and when these orders have been issued;

(b) whether guidelines have been issued for their implementation;

(c) whether Government has received any representation from the National Ex-servicemen Co-ordination Committee (Regd.) and its State units regarding the Welfare of Ex-servicemen and their dependents raising the various issue pertaining to them including Conscriptioin and Formation of Ex-servicemen Commission and Special Central Pay Commission for Armed Forces Personnel, Serving and Retired;

(d) whether Government has given any assurance to them in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): (a) and (b) The principle of One Rank One Pension for the Armed Forces has been accepted by the Government. The modalities for implementation were discussed with various stakeholders and are presently under consideration of the Government. It will be implemented once the modalities are approved by the Government.

(c) Yes, Sir.

(d) No, Sir.

(e) Does not arise.

Suicides and premature retirement in the Armed Forces

1422. SHRI MANSUKH L. MANDAVIYA: Will the Minister of DEFENCE be pleased to state:

(a) the number of defence personnel who committed suicide while performing their duties during the last five years;

(b) the number of army officers who approached Government for early retirement during the last five years; and

(c) the details of measures has been taken by Government to create appropriate environment for defence personnel, so that they can perform their duty without any mental stress?

THE MINISTER OF DEFENCE (SHRI ARUN JAITLEY): (a) Details of defence personnel who have committed suicide during the last five years are as under:

Year	Army	Air Force	Navy
2009	96	16	4
2010	116	14	1
2011	105	23	4
2012	95	15	1
2013	86	15	6

(b) Number of army officers (excluding Army Medical Corps, Army Dental Corps and Military Nursing Service) who applied for and have been granted Premature Retirement during the last five years are as under:

Year	Applied	Granted
2009	580	299
2010	478	265
2011	411	289
2012	446	275
2013	300	221

(c) Government has taken various measures to create appropriate environment for defence personnel, so that they can perform their duty without any mental stress. Some of these include improvement in living and working conditions through provision of better infrastructure and facilities, additional family accommodation, liberalized leave policy, establishing a grievance redressal mechanism, provision of psychological counseling by psychological counselors and conduct of yoga and meditation as part of unit routine.

Banking coverage of rural areas

1423. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that in spite of best possible efforts by Government, only 54 per cent of rural population is availing banking services;
- (b) if so, the reasons behind this disinclination;
- (c) whether illiteracy and non-awareness are among other factors responsible for such disinclination; and
- (d) what efforts his Ministry is making to ensure that the public sector as well as private sector banks open as many branches in the rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (d) As per Census 2011, 54.44 % households in rural areas were availing banking services in the country.

In order to extend the reach of banking to the rural hinterland, Banks were advised in 2010-11 to provide appropriate banking facilities to habitations having a population in excess of 2000 (as per 2001 census) under "Swabhimaan". Banking facilities have been provided to 74351 such villages through brick and mortar branches, Business Correspondent Agents (BCAs) and mobile banking.

Further, RBI has advised Domestic Scheduled Commercial Banks that while preparing their Annual Branch Expansion Plan (ABEP), they should allocate at least 25% of the total number of the branches proposed to be opened during a year in unbanked rural (Tier 5 and Tier 6) centres.

It has also been announced in the Union Budget 2014-15 that a time bound programme would be launched as Financial Inclusion Mission on 15th August this year to provide all households in the country with banking services.

In order to, *inter-alia*, educate the people in rural and urban areas regarding various

financial products and services from the formal financial sector and to make them aware of the advantages connected with the formal financial sector, Reserve Bank of India (RBI) has formulated a model scheme on Financial Literacy and Credit Counseling Centres (FLCCs) and advised the Banks to implement the same in each district. Till the end of March 2014, 942 FLCs had been established.

Revision of consent rules by SEBI

1424. SHRI SALIM ANSARI : Will the Minister of FINANCE be pleased to state:

(a) whether the Securities and Exchange Board of India (SEBI) has revised Consent Rules with retrospective effect from 1 April, 2007;

(b) if so, the details thereof with reasons for retrospective effect;

(c) whether SEBI has changed the rules without taking legal opinion resulting into several court cases being filed in higher courts; and

(d) if so, the details of remedial steps being taken by Government to revisit retrospective order of SEBI in the interest of consent settlement cases?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) No, Sir.

(b) Not applicable in view of the reply to part (a) above.

(c) No, Sir.

(d) Not applicable in view of the reply to part (c) above.

Financial assistance to farmers

†1425. SHRI RAM NARAIN DUDI: Will the Minister of FINANCE be pleased to state:

(a) the financial assistance provided by the Central Government to farmers for tilling land and purchasing agricultural equipments and the agencies through which these assistance are provided to them;

(b) the current rate of interest charged on short term and long term loans given to farmers;

(c) whether Government proposes to waive the interest on the loans given to farmers; and

†Original notice of the question was received in Hindi.

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Banks extend agricultural loans to farmers, which cover investment credit for tilling land and purchasing agricultural equipments.

(b) As per Interest Subvention Scheme of the Government, the short-term crop loans upto ₹ 3 lakh are available to farmers at an interest rate of 7%. The Scheme also provides additional subvention of 3% to prompt-payee farmers, reducing the interest burden on short term crop loans for these farmers to 4%. In order to discourage distress sale of crops by farmers, the benefit of interest subvention has been made available to small and marginal farmers having Kisan Credit Card for a further period of up to six months (post-harvest) on the same rate as available to crop loan against negotiable warehouse receipts. However, interest rates on advances, including long-term loans to farmers, have been deregulated by the Reserve Bank of India(RBI), which vary from bank to bank depending upon their base rate and cost of funds etc.

(c) and (d) The consistent growth in agricultural credit, over the years, from ₹ 384,514 crore in 2009-10 to ₹ 7,30,765 crore (provisional) in 2013-14 demonstrates that the effort of the Government in making credit available to farmers in rural areas has been largely successful. There is no proposal under consideration of the Government to waive the interest on loans given to farmers.

Rising level of NPAs

1426. SHRI HUSAIN DALWAI: Will the Minister of FINANCE be pleased to state:

(a) whether there has been an increase in the Non-Performing Assets (NPAs) of the nationalised banks in the country over the years;

(b) if so, the NPAs of nationalized banks in the country, bank-wise;

(c) the reasons for increase in NPAs of these nationalized banks;

(d) the steps taken to reduce the NPAs by the nationalized banks; and

(e) whether there are any guidelines issued by the Reserve Bank of India (RBI) in this issue?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The NPAs of nationalised banks have increased

from ₹ 66,795 crore (March 2012), to ₹ 95,922 crore (March 2013) and ₹ 1,40,709 crore (March 2014). The banks wise details are given in the Statement (*See* below).

(c) Main reasons for increase in NPAs of banks, *inter-alia*, are sluggishness in the domestic growth during the recent past, slowdown in recovery in the global economy and continuing uncertainty in the global markets. There are five sub-sectors: infrastructure (which includes power generation, telecommunications, roads, ports, airports, railways (other than Indian Railways) and other infrastructure), iron and steel, textiles, mining (including coal) and aviation services which contribute significantly to the level of stressed advances.

(d) and (e) To improve the health of the financial sector, reduce the NPAs, improve asset quality of banks, and to prevent slippages, Reserve Bank of India (RBI) has issued instructions which stipulate that each bank is to have a Board approved loan recovery policy, put in place an effective mechanism for information sharing for sanction of fresh loans/ad-hoc loans/renewal of loans to new or existing borrowers, have a robust mechanism for detection of signs of distress including prompt restructuring in the case of all viable accounts, taking recourse to legal mechanisms like SARFAESI Act, 2002, DRTs and Lok Adalats.

RBI has issued instructions to the Banks to review slippages in asset classification in the borrowal accounts with outstanding ₹ 5 crore and above by the Board of Directors of the bank and review NPA accounts which have registered recoveries of ₹ 1 crore and above.

RBI has released guidelines dated 30 January, 2014 for “Early Recognition of Financial Distress, Prompt Steps for Resolution and Fair Recovery for Lenders: Framework for Revitalizing Distressed Assets in the Economy” suggesting various steps for quicker recognition and resolution of stressed assets. The Guidelines, *inter-alia*, envisaged creation of a Central Repository of information on Large Credits (CRILC) by RBI to collect, store, and disseminate credit data to banks on credit exposures of ₹ 5 crore and above, formation of Joint Lenders Forum (JLF), Corrective Action Plan (CAP), and sale of assets. Detailed guidelines were issued by RBI to banks on May 22, 2014 on Reporting to CRILC. Detailed Guidelines on formation of Joint Lenders’ Forum (JLF), Corrective Action Plan (CAP), ‘Refinancing of Project Loans’, ‘Sale of NPAs by Banks’ and other regulatory measures were issued by RBI on February 26, 2014 to banks.

RBI has also issued instructions on June 26, 2014 on Prudential Norms on Income Recognition and Asset Classification and Provisioning Pertaining to Advances - Projects under implementation.

In addition, the Government has advised PSBs to constitute a Board level Committee for monitoring of recovery and to increase the pace of recovery and manage NPAs. To remove bottle necks in the recovery of bad debts. The Enforcement of Security interest and Recovery of Debts Laws (Amendment) Act 2012 has been passed by Parliament and has come into force from 15.01.2013.

Statement

Bankwise details of Gross NPA of Nationalised Banks

(Amount in ₹ crore)

Bank Group	Bank Name	Gross NPAs		
		March 2012	March 2013	March 2014
1	2	3	4	5
Nationalised Banks	Allahabad Bank	2056	4962	7961
	Andhra Bank	1798	3714	5858
	Bank of Baroda	3882	6551	9894
	Bank of India	5170	7152	10274
	Bank of Maharashtra	1297	1138	2860
	Bharatiya Mahila Bank Ltd.			0
	Canara Bank	3890	5786	7371
	Central Bank of India	7273	8456	11500
	Corporation Bank	1274	2048	4737
	Dena Bank	957	1452	2616
	IDBI Bank Limited	4551	6450	9949
	Indian Bank	1672	3255	4284
	Indian Overseas Bank	3554	5621	7838
	Oriental Bank of Commerce	3580	4184	5618
	Punjab & Sind Bank	763	1537	2554

1	2	3	4	5
	Punjab National Bank	8690	13255	18611
	Syndicate Bank	3051	2816	4264
	UCO Bank	4020	6905	6275
	Union Bank of India	5422	6143	9142
	United Bank of India	2176	2964	7118
	Vijaya Bank	1718	1533	1986
	Nationalised Banks	66795	95922	140709

Source: RBI-Off site returns covering domestic operations of banks

Objections raised by new banking license applicants

1427. DR. R. LAKSHMANAN: Will the Minister of FINANCE be pleased to state:

(a) whether private banks, who applied for banking license, expressed any objection to RBI's guidelines mandating private banks to open 25 per cent of their branches in rural areas;

(b) out of the 25 companies, how many of them are willing to open branches in rural areas; and

(c) the details of the companies who resisted this provision?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) As per the Guidelines of the Reserve Bank of India (RBI) for Licensing of New Banks in the Private Sector dated February 22, 2013, it was stipulated that the bank shall open at least 25 per cent of its branches in unbanked rural centres (populations upto 9,999 as per the latest census) to avoid over concentration of their branches in metropolitan areas and cities which are already having adequate banking presence. Prima facie, all the applicants had submitted Business Plans in line with RBI's above stipulations.

Reasons for depreciation in rupee value

1428. DR. V. MAITREYAN: Will the Minister of FINANCE be pleased to state:

(a) the reasons for the continuous depreciation of rupee value against the US

Dollar since the beginning of this fiscal and its adverse effects on Indian economy, trade and commerce;

(b) the concrete measures taken by Government to control continuous decline of rupee value in the recent months;

(c) whether Government has plans to issue NRI Bonds and Gold Bonds to check the rupee fall; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) The average annual exchange rate of the rupee per US dollar from 2011-12 to 2013-14 is given below:

Period	₹ /US\$	(+) Appreciation / (-)Depreciation _
2011-12	47.9	-4.9
2012-13	54.4	-11.9
2013-14	60.5	-10.1

The average quarterly exchange rate of the rupee has appreciated by 1.2 per cent in the first quarter of 2014- 15. On a monthly average basis, the exchange rate of the rupee exhibited two-way movements in the first three months of financial year 2014-15.

(b) to (d) The sharp bout of rupee depreciation in 2013-14 (particularly between June -August 2013) reflected the impact of global developments and concerns regarding high current account deficit. The relative stability in the exchange rate in recent months reflected the impact of the steps taken by the Government and the RBI to moderate the current account deficit and boost capital flows. These *inter alia* include: the Government's measures to restrict non-essential imports through tariff hike and other limits; the Government's liberalisation of norms for FDI in select sectors; the Government's move to raise diesel prices periodically in small doses; the RBI's liquidity tightening measures to stabilise currency market; the RBI's move to open a forex swap window to meet the entire daily dollar requirements of three public sector oil marketing companies; the move to incentivize banks to mobilize fresh foreign currency non-resident (banks) deposits and swap it directly with the RBI for a limited period. The move to augment capital inflows through special swap windows for such non-resident deposits resulted in copious inflows of about US \$ 34 billion in 2013-14. On June 4, 2013, inflation linked bonds were introduced to wean investors from gold to other savings instruments and thereby

help in moderating gold demand. No proposal for bond issuance is presently under the consideration of the Government for arresting rupee depreciation.

Decrease in purchasing power of rupee

1429. SHRIMATI RAJANI PATIL:

SHRI K.C. TYAGI:

Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that the annual inflation rate has been constantly increasing in the country since the last three years;
- (b) if so, the assessment of growth rate of average inflation during this period; and
- (c) the assessment of decrease in the purchasing power of Rupee in the Indian market since last five years due to increased inflation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The average annual inflation rate as measured by Wholesale Price Index (WPI) has moderated to a four year low of 5.98 per cent in 2013-14. The details are given below:

Table 1: Average annual inflation rate (year-on-year) based on WPI (in per cent)

	2011-12	2012-13	2013-14
WPI Headline Inflation	8.94	7.35	5.98

(c) The purchasing power of a rupee decreases as the price level (index) rises. The purchasing power of rupee in terms of WPI (Base 2004-05=100) for the last five years is given below:

	(Value in ₹)				
	2009-10	2010-11	2011-12	2012-13	2013-14
Purchasing power of a rupee	0.76	0.70	0.64	0.60	0.56

Implementation of reports of Nayak Committee

1430. SHRIMATI AMBIKA SONI:

DR. T. SUBBARAMI REDDY:

Will the Minister of FINANCE be pleased to state:

- (a) whether the Nayak Committee appointed by RBI to review governance of Boards of public sector banks has submitted its report to the authorities;
- (b) if so, the key recommendations and the details thereof;
- (c) whether it also recommends for a new category of authorized bank investors, consisting of pension funds and other types of money market funds;
- (d) the comments/views of Government in this regard;
- (e) whether any time-frame has been fixed for implementation of some of the important recommendations of the Nayak Panel; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) The P.J. Nayak Committee has submitted its report to Reserve Bank of India (RBI). The main recommendations of the Committee, *inter alia*, relate to elimination of dual control over Public Sector Banks (PSBs), upgradation of the quality of Board deliberation, setting-up of a Bank Investment Company (BIC) and reducing Government's stake in PSBs to less than 51%, uniform licence regime across all broad based banks, selection of top management of bank by Banks Board Bureau and subsequently by BIC and then Banks' Board. The Committee also recommended for a new category of authorized bank investors, consisting of pension funds and other types of money market funds.

(d) to (f) The Report has not been submitted to the Government by the RBI.

Mandatory insurance for availing agriculture loan

†1431. SHRI MOTILAL VORA: Will the Minister of FINANCE be pleased to state:

- (a) the amount of money made by the insurance companies during the last three years through agriculture insurance, State-wise;
- (b) the amount of loss incurred by farmers due to failure of crops following natural disasters during the last three years alongwith the amount of compensation given to them by the insurance companies, year-wise and State-wise;
- (c) whether the insurance companies are not directly offering agriculture insurance policy to the farmers and offers it through the co-operative banks;

†Original notice of the question was received in Hindi.

(d) whether the farmers cannot take loans from the co-operative banks without availing crops insurance policy from them; and

(e) if so, the reasons therefor and the steps being taken by Government to resolve it?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) As per information furnished by Insurance Regulatory and Development Authority (IRDA), the state wise details of premium procured, claims reported and claims paid for last three years are given in Statement-I, II and III (See below).

(c) The Insurance companies can offer agriculture insurance policies to the farmers through various channels of distribution existing in Insurance industry *i.e.* IRDA licensed agents Brokers, Banks, Micro insurance agents etc.

(d) and (e) Agriculture insurance in our country is covered under various schemes which are yield based and parametric based. It is mandatory for all farmers growing notified crops and availing Seasonal Agricultural Operations (SAO) loans (*i.e.* Loanee Farmers) from Financial Institutions such as banks, cooperative institutions etc. All other farmers growing notified crops (*i.e.* Non- Loanee farmers) can also opt for agriculture insurance on voluntary basis. Any IRDA licensed intermediary can solicit insurance business including agricultural insurance and that IRDA has not made any prescriptions that the agriculture insurance can be sourced only from the lender.

Statement-I

*State-wise details of total Gross Direct Premium during
the last three years for Agricultural Insurance*

State/UT	FY (₹ in lakhs)		
	FY 2013-14	FY 2012-13	FY 2011-12
Andhra Pradesh	79,826.77	74,533.29	53,250.45
Arunachal Pradesh	5.49	2.36	1.23
Assam	596.22	684.29	813.55
Bihar	81,667.86	36,048.36	40,766.43
Chhattisgarh	6,020.47	8,085.98	5,953.43

State/UT	FY 2013-14	FY 2012-13	FY 2011-12
Goa	1.85	1.65	1.01
Gujarat	27,621.59	24,452.21	16,144.82
Haryana	5,971.39	3,379.37	1,599.30
Himachal Pradesh	236.69	2,094.94	1,447.26
Jammu and Kashmir	118.07	149.03	98.78
Jharkhand	3,224.84	2,747.17	1,291.16
Karnataka	12,453.05	11,568.88	10,344.97
Kerala	1,512.77	1,095.60	494.01
Madhya Pradesh	39,132.29	26,551.84	23,179.17
Maharashtra	22,676.56	30,571.71	20,766.50
Manipur	52.76	60.93	24.99
Meghalaya	40.92	22.28	21.60
Mizoram	1.89	1.63	6.51
Nagaland	11.56	3.60	5.14
Odisha	12,208.78	8,945.05	22,388.47
Punjab	315.051	303.44	309.71
Rajasthan	90,855.51	28,490.66	56,760.62
Sikkim	1.76	3.47	2.76
Tamil Nadu	16,185.80	9,951.25	7,782.28
Tripura	1.95	9.66	19.81
Uttar Pradesh	27,460.47	9,334.81	8,573.83
Uttarakhand	1,772.12	1,202.07	1,142.35
West Bengal	29,934.98	15,833.01	12,840.18
Andaman and Nicobar Islands	36.96	0.32	4.04
Chandigarh	760.67	0.40	35.94

State/UT	FY 2013-14	FY 2012-13	FY 2011-12
Dadra and Nagar Haveli	10.60	1.72	0.00
Daman and Diu	0.01	0.03	0.01
Delhi	325.12	296.94	543.81
Lakshadweep	0.30	0.00	0.00
Puducherry	32.03	32.45	101.43
TOTAL	461,075.15	296,460.38	286,715.55

Statement-II

State-wise details of agriculture Insurance claims reported during the last three years

State/UT	FY 2013-14	FY 2012-13	FY 2011-12
Andhra Pradesh	189,311.55	145,229.60	20,976.61
Arunachal Pradesh	0.15	0.13	0.92
Assam	229.39	560.12	113.85
Bihar	100,268.60	11,409.20	91,915.45
Chhattisgarh	3,088.29	533.60	959.21
Goa	0.00	0.00	0.58
Gujarat	4,460.35	73,417.65	14,935.12
Haryana	5,018.07	4,960.09	2,184.19
Himachal Pradesh	855.60	1,891.67	946.77
Jammu and Kashmir	28.42	69.61	83.85
Jharkhand	1,256.22	3,130.63	1,194.84
Karnataka	8,761.93	5,588.54	6,575.11
Kerala	1,272.19	3,752.20	633.14

(₹ in lakhs)

State/ UT	FY 2013-14	FY 2012-13	FY 2011-12
Madhya Pradesh	36,667.49	15,890.72	25,366.76
Maharashtra	41,325.62	45,979.96	13,275.26
Manipur	0.00	474.18	62.60
Meghalaya	5.09	4.83	1.07
Mizoram	0.00	8.66	0.00
Nagaland	0.32	1.04	0.09
Odisha	28,339.51	8,666.96	34,777.13
Punjab	251.06	147.78	131.28
Rajasthan	77,928.61	22,642.18	37,019.11
Sikkim	2.18	1.00	0.54
Tamil Nadu	179,510.83	71,449.05	9,684.55
Tripura	0.29	0.23	0.57
Uttar Pradesh	11,178.69	2,516.49	7,016.56
Uttarakhand	1,236.35	2,916.87	122.07
West Bengal	10,388.27	9,781.18	4,069.86
Andaman and Nicobar Islands	0.00	0.08	1.19
Chandigarh	1,181.44	1.44	0.00
Dadra and Nagra Haveli	0.00	0.00	0.00
Daman and Diu	0.00	0.00	0.00
Delhi	84.52	784.67	36.36
Lakshadweep	0.00	15.51	0.00
Puducherry	17.35	10.65	28.18
TOTAL	702,668.38	431,836.54	272,112.85

Statement-III

*State-wise details of agriculture Insurance claims reported
during the last three years*

State/UT	(₹ in lakhs)		
	FY 2013-14	FY 2012-13	FY 2011-12
Andhra Pradesh	83,429.36	35,939.45	19,539.59
Arunachal Pradesh	0.00	0.00	0.00
Assam	541.24	34.03	65.40
Bihar	61,578.02	9,704.92	20,079.40
Chhattisgarh	1,295.87	4,364.60	1,975.72
Goa	0.00	0.00	0.00
Gujarat	45,937.24	16,708.33	7,211.74
Haryana	2,154.18	2,998.92	2,709.60
Himachal Pradesh	772.94	2,612.23	872.46
Jammu and Kashmir	0.00	0.00	19.97
Jharkhand	1,003.66	174.84	1,180.60
Karnataka	11,139.78	9,862.09	6,116.29
Kerala	913.19	583.60	315.64
Madhya Pradesh	17,028.98	5,496.49	36,117.24
Maharashtra	42,440.66	12,839.11	1,547.45
Manipur	54.30	22.34	3.41
Meghalaya	0.00	4.19	1.07
Mizoram	0.77	8.66	0.00
Nagaland	0.00	0.00	0.00
Odisha	12,923.93	11,528.46	6,838.13

State/UT	FY 2013-14	FY 2012-13	FY 2011-12
Punjab	2.00	0.91	0.39
Rajasthan	75,365.99	29,213.36	46,614.15
Sikkim	0.00	0.00	0.08
Tamil Nadu	26,443.42	4,527.75	7,683.32
Tripura	0.00	0.00	0.00
Uttar Pradesh	4,568.27	4,468.26	8,272.27
Uttarakhand	1,289.83	3,183.72	165.46
West Bengal	2,923.51	7,605.35	1,666.94
Andaman and Nicobar Islands	9.37	4.14	0.63
Chandigarh	0.00	0.00	27.97
Dadra and Nagar Haveli	0.00	0.00	0.00
Daman and Diu	0.00	0.00	0.00
Delhi	0.03	0.00	0.00
Lakshadweep	0.00	0.00	0.00
Puducherry	9.55	17.26	5.69
TOTAL	391,826.11	191,903.01	169,030.61

Subsidy burden on Government finances

1432. SHRIMATI JAYA BACHCHAN: Will the Minister of FINANCE be pleased to state:

- (a) whether Government has taken note of the huge subsidy burden on Government finances;
- (b) whether the subsidy commitment of Government is unsustainable to meet presently;
- (c) if so, the details of the steps taken by Government to handle the situation; and
- (d) if not, how does Government plan to manage its finances in such a situation?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Yes, Sir.

(b) No, Sir.

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

(d) It is the constant endeavour of the Government to bring down expenditure on Central subsidies while keeping in mind the support to marginally poor, SCs and STs. Government has deregulated diesel prices in small increments. This is likely to reduce burden of Petroleum subsidy. Measures have also been initiated to reduce the administrative overheads for optimum utilization of outlays meant for food subsidy and rationalize fertilizer subsidy. Further, the strategy for direct transfer of subsidy using the Aadhar platform would ensure substantial economies in subsidy outgo.

High risk profiles of non-banking financial entities

1433. SHRI ANAND SHARMA: Will the Minister of FINANCE be pleased to state:

(a) whether Government's attention has been drawn to the RBI report by the Shadow Banking Implementation Group stating high degree of heterogeneity and risk profiles across non banking financial entities;

(b) if so, whether it is a fact that many of financial entities are in unorganized sector and unregulated; and

(c) the steps Government proposes to take to address the risks to the banking sector?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) Reserve Bank of India (RBI) has informed that there is no report on the Shadow Banking Implementation Group (SBIG). A preliminary study comprising of members of all financial sector regulators was conducted for the purposes of identifying shadow banks, their proximate regulator and data availability by the Financial Stability Unit of the RBI. The study concluded that there was high degree of heterogeneity in business models and risk profiles across various non-bank financial entities in the organized and the unorganized sector. The unorganized shadow banking sector comprised of Savings Deposit Schemes by Jewellery, Merchants/Shops and Real estate related companies. Unlisted Collective Investment Schemes (Art Funds, Time Sharing Schemes), Money Lenders, Pawn Brokers and Village and Urban Informal Financiers lenders). The other organised and semi-organised/ semi-regulated segments of shadow banking include smaller NBFCs with assets below ₹ 500 million and are not

under surveillance of the RBI, Micro Finance Institution (other than NBFCs) besides other. The study recommended the need for a large scale survey by National Sample Survey Organization (NSSO) or other such agencies to estimate the size of the informal financial sector.

(c) RBI proposes to review the extant regulatory framework for NBFCs including aligning some of the prudential regulation of NBFCs with that of banks, enhancing corporate governance standards, consumer protection and strengthening the supervisory reporting requirements from a larger universe of NBFCs to address pockets of shadow banking activity in the formal financial sector.

GDP of country

1434. SHRI Y.S. CHOWDARY: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that growth of Gross Domestic Product (GDP) has been declining during the last three years;

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

(c) the steps taken or being taken by Government to improve the GDP growth for the current year?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The rate of growth in the Gross Domestic Product (GDP) at factor cost at constant (2004-05) prices was 6.7 per cent, 4.5 per cent and 4.7 per cent in 2011-12, 2012-13 and 2013-14 respectively. Factors that led to the recent slowdown in growth in the Indian economy, *inter alia*, include; bottlenecks in implementation of projects, subdued business sentiments, elevated levels of inflation and the resultant tight monetary policy and an unsupportive/uncertain global economic milieu.

(c) Several measures have been outlined in the Union Budget 2014-15 to improve growth in the economy that, *inter-alia*, include: (i) fiscal consolidation with emphasis on expenditure reforms *via* proposed constitution of an Expenditure Management Commission; (ii) initiatives for skill development including in rural areas; (iii) proposals to boost agriculture *via* emphasis on irrigation and long-term credit; (iv) impetus to rural roads; (v) fillip to industry and infrastructure, *inter-alia*, *via* incentives *viz.* extension of the ten-year tax holiday to undertakings that begin generation, distribution and transmission of power by 31.03.2017; (vi) measures to augment low cost long-term foreign borrowings by Indian companies; (vii) proposal for promotion of Foreign Direct

Investment in selected sectors; (viii) reduction in excise duty on specified food processing and packaging machinery, etc. alongwith proposed rationalization of duties relating to different types of coal, scrap and diamond items; (ix) scheme for development of new airports in tier I and tier II cities; (x) boost to savings *via* raising of investment limit under Section 80 C of Income Tax Act and the income tax exemption limit to ₹ 2.5 lakh from ₹ 2 lakh; and, (xi) emphasis on development of smart cities. Also, several steps being undertaken to contain inflation would help in raising growth.

IT refund cases

1435. SHRI SALIM ANSARI: Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that a large number of income tax payers in Delhi have not received their income tax refunds for the fiscal 2012-13;
- (b) if so, the details thereof and reasons for delay;
- (c) whether Income Tax (IT) Department is loosing revenue by way of interest on account of non-payment of refunds for fiscal 2012-13;
- (d) if so, the estimated loss to IT Department on account of interest for delayed payments; and
- (e) the steps being taken to ensure speedy payment of refunds below ₹ 3 lakh to Income Tax payees from NCT of Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) Income Tax Returns (ITRs) for the fiscal 2012-13 pertaining to Assessment Year 2013-14 are filed in F.Y. 2013-14 and can be filed belatedly upto 31.3.2015. As per Income Tax Act 1961, the ITR can be processed up to one year from the end of the financial year in which it is received. Therefore, ITRs for the fiscal 2012-13 (if filed during F.Y. 2013-14) can be processed upto 31.03.2015. The refunds so generated in processing are being issued in due course.

(c) The Income Tax Act 1961, stipulates that refund to a taxpayer shall include interest on excess collection of taxes, as under:

- (i) In case of processing of the return of income: From 1st April of the Assessment Year to the date of processing of return, provided that the refund is 10% or more of the tax determined, and
- (ii) In case of giving effect to appellate orders etc: From the dates/s of payment of excess tax to the date of giving effect to the appellate order.

Hence payment of interest on refund is not on account of delay in issuance of refunds but is a statutory obligation arising on account of provisions inbuilt in the law itself.

(d) Does not arise in view of replies to query (a), (b) and (c) above.

(e) Steps being taken to ensure speedy payment of income tax refunds are enumerated below:

- (i) E-filed Returns are bulk processed in CPC Bangalore, thereby reducing the processing time substantially.
- (ii) Issuance of refunds through Refund Banker.
- (iii) TDS deductors are required to compulsorily e-file their TDS returns on quarterly basis. CPC (TDS) has been set up at Ghaziabad to expedite processing of the same.
- (iv) Through Citizens' Charter and other press releases/advertisements issued by the Department tax payers are requested to carefully mention the relevant particulars return of income.
- (v) Facility of viewing individual Tax Credit Statement in Form 26 AS is made available to tax payers so that they can verify the TDS details before filing their return of income and take proper steps with the deductor(s) to rectify mistakes, if any.
- (vi) Online viewing of status of taxpayers refund is available for better information dissemination.
- (vii) Income Tax Ombudsman has been created to ensure prompt disposal of tax payer grievances.
- (viii) Aayakar Seva Kendras (ASK) have been set up at various location in NCT of Delhi which promptly deal with the refund grievance of the assesses.

Increase in number of loan defaulters

1436. SHRI C.M. RAMESH: Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that number of loan defaulters is increasing every year;
- (b) if so, the details of the defaulters during last three years;

(c) whether it is also a fact that Government is not sensitive towards the issue of NPA in the country because of which there is lack of stringent and punitive action against the loan defaulters/fraudulent borrowers; and

(d) whether Government will come forward to arrest this trend?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The number of NPA accounts increased from 81,09,306 (March 2012) to 82,41,170 (March 2013) and marginally declined to 82,17,810 (March 2014). The bank-wise data on number of NPA accounts and amounts for the last three years is given in the Statement (*See below*).

(c) and (d) The issue of NPA is a concern for the Government and to improve the health of the financial sector, reduce the NPAs, improve asset quality of banks, and to prevent slippages, Reserve Bank of India (RBI) has issued instructions which stipulate that each bank is to have a Board approved loan recovery policy, put in place an effective mechanism for information sharing for sanction of fresh loans/ad-hoc loans/renewal of loans to new or existing borrowers, have a robust mechanism for early detection of signs of distress including prompt restructuring in the case of all viable accounts, taking recourse to legal mechanisms like SARFAESI Act, 2002, DRTs and Lok Adalats.

RBI has issued instructions to the Banks to review slippages in asset classification in the borrowal accounts with outstanding ₹ 5 crore and above by the Board of Directors of the bank and review NPA accounts which have registered recoveries of ₹ 1 crore and above.

RBI has released guidelines dated 30 January, 2014 for “Early Recognition of Financial Distress, Prompt Steps for Resolution and Fair Recovery for Lenders: Framework for Revitalizing Distressed Assets in the Economy” suggesting various steps for quicker recognition and resolution of stressed assets. The Guidelines, *inter-alia*, envisaged creation of a Central Repository of Information on Large Credits (CRILC) by RBI to collect, store, and disseminate credit data to banks on credit exposures of ₹ 5 crore and above, formation of Joint Lenders Forum (JLF), Corrective Action Plan (CAP), and sale of assets. Detailed guidelines were issued by RBI to banks on May 22, 2014 on Reporting to CRILC. Detailed Guidelines on formation of Joint Lenders’ Forum (JLF), Corrective Action Plan (CAP), ‘Refinancing of Project Loans’, ‘Sale of NPAs by Banks’ and other regulatory measures were issued by RBI on February 26, 2014 to banks.

RBI has also issued instructions on June 26, 2014 on Prudential Norms on Income Recognition and Asset Classification and Provisioning Pertaining to Advances - Projects under implementation.

In addition, the Government has advised PSBs to constitute a Board level Committee for monitoring of recovery and to increase the pace of recovery and manage NPAs, To remove bottlenecks in the recovery of bad debts The Enforcement of Security Interest and

Recovery of Debts Laws (Amendment) Act, 2012 has been passed by Parliament and has come into force from 15.01.2013.

In case of fraudulent borrowers as per RBI Master Circular on Frauds - Classification and Reporting, dated July 1, 2014, various aspects related to the frauds are examined including reporting the case to CBI/Police/SFIO, examine staff accountability, complete proceedings against the erring staff expeditiously, take steps to recover the amount involved in the fraud, claim insurance wherever applicable and streamline the system as also procedures so that frauds do not recur.

Statement

Bank-wise Data on No. of NPA and amount as on March 2014

(Amount in ₹ crore)

Sl. No.	Bank	March-12		March-13		March-14	
		No.	Amt.	No.	Amt.	No.	Amt.
1	2	3	4	5	6	7	8
1.	Allahabad Bank	1,61,864	2,059	2,51,801	5,137	2,55,709	8,068
2.	Andhra Bank	2,14,589	1,798	1,96,196	3,714	1,81,240	5,858
3.	Bank of Baroda	1,81,354	4,465	1,91,550	7,983	2,08,186	11,876
4.	Bank of India	3,16,077	5,894	2,99,089	8,765	99,098	11,869
5.	Bank of Maharashtra	96,232	1,297	1,09,773	1,138	1,13,772	2,860
6.	Bharatiya Mahila Bank Ltd.	-	-	-	-	-	-
7.	Canara Bank	1,12,593	4,032	1,77,841	6,260	1,52,842	7,570
8.	Central Bank of India	4,11,301	7,273	3,92,651	8,456	4,13,089	11,500
9.	Corporation Bank	35,610	1,274	47,165	2,048	58,371	4,737
10.	Dena Bank	66,015	957	82,717	1,452	85,360	2,616
11.	IDBI Bank Limited	22,875	4,551	24,772	6,450	28,331	9,960
12.	Indian Bank	80,598	1,851	87,442	3,565	74,679	4,562
13.	Indian Overseas Bank	1,76,827	3,920	2,24,389	6,608	2,24,840	9,020
14.	Oriental Bank of Commerce	1,21,683	3,580	1,17,663	4,184	91,922	5,618

1	2	3	4	5	6	7	8
15.	Punjab & Sind Bank	45,394	763	45,163	1,537	53,210	2,554
16.	Punjab National Bank	4,31,636	8,720	5,24,061	13,466	4,56,689	18,880
17.	Syndicate Bank	3,26,181	3,183	1,97,130	2,979	2,50,606	4,611
18.	UCO Bank	88,858	4,086	1,02,878	7,130	1,55,376	6,621
19.	Union Bank of India	4,86,005	5,450	4,35,928	6,314	4,16,654	9,564
20.	United Bank of India	68,527	2,176	63,763	2,964	2,51,489	7,118
21.	Vijaya Bank	88,516	1,718	72,662	1,533	70,960	1,986
22.	State Bank of Bikaner & Jaipur	1,05,466	1,651	1,56,892	2,119	1,55,440	2,733
23.	State Bank of Hyderabad	1,12,955	2,007	1,17,557	3,186	1,18,353	5,824
24.	State Bank of India	19,33,673	39,676	24,16,653	51,189	20,08,102	61,605
25.	State Bank of Mysore	90,387	1,503	54,884	2,081	8,35,815	2,819
26.	State Bank of Patiala	61,237	1,888	64,384	2,453	47,959	3,758
27.	State Bank of Travancore	91,019	1,489	1,00,467	1,750	94,232	3,077
28.	Catholic Syrian Bank Ltd.	10,768	183	10,339	211	10,074	334
29.	City Union Bank Ltd.	5,476	124	6,524	173	7,792	293
30.	Dhanlaxmi Bank Limited	5,467	104	5,070	380	5,557	486
31.	Federal Bank Ltd.	21,780	1,301	17,092	1,554	15,570	1,087
32.	ING Vysya Bank Ltd.	20,744	150	133	121	2,122	263
33.	Jammu & Kashmir Bank Ltd.	19,964	517	22,266	644	17,799	783
34.	Karnataka Bank Ltd.	7,173	685	5,999	639	5,236	836
35.	Karur Vysya Bank Ltd.	12,061	21	9,980	286	10,238	279
36.	Lakshmi Vilas Bank Ltd.	3,245	308	3,271	460	2,329	546
37.	Nainital Bank Ltd.	1,336	31	1,387	67	1,265	61
38.	Ratnakar Bank Ltd.	935	33	823	26	1,849	78
39.	South Indian Bank Ltd.	8,080	267	6,482	434	6,056	433

1	2	3	4	5	6	7	8
40.	Tamilnad Mercantile Bank Ltd.	7,873	177	12,483	214	8,641	428
41.	Axis Bank Ltd.	37,503	1,720	46,797	2,371	46,319	3,001
42.	DCB Bank Ltd.	10,276	242	6,288	215	773	138
43.	HDFC Bank Ltd.	1,21,581	1,815	1,20,173	2,048	1,07,138	2,775
44.	ICICI Bank Ltd.	15,91,689	9,475	11,94,893	9,608	8,58,817	10,506
45.	IndusInd Bank Ltd.	1,32,617	347	1,08,472	458	1,21,912	621
46.	Kotak Mahindra Bank Ltd.	12,551	614	8,789	758	12,678	1,059
47.	Yes Bank Ltd.	25	84	22	94	86	175
48.	AB Bank Ltd.	-	-	1	6	1	7
49.	Abu Dhabi Commercial Bank Ltd	1	3	1	0	2	23
50.	American Express Banking Corp.	12,253	23	13,327	45	2,660	20
51.	Antwerp Diamond Bank NV	4	100	2	50	2	50
52.	Australia and New Zealand Banking Group Limited	-	-	1	28	1	19
53.	BNP Paribas	4	27	3	16	3	16
54.	Bank of America, National Association	1	1	-	-	-	-
55.	Bank of Bahrain & Kuwait BSC	46	28	42	52	37	80
56.	Bank of Ceylon	104	2	104	2		
57.	Bank of Nova Scotia	1	10	2	58	4	194
58.	Barclays Bank Plc.	13,964	547	52	554	41	464
59.	CTBC Bank	2	16	4	52	1	8
60.	Citibank N.A.	33,308	846	25,696	1,359	23,191	1,484

1	2	3	4	5	6	7	8
61.	Commonwealth Bank of Australia	-	-	-	-	-	-
62.	Credit Agricole Corporate and Investment Bank	4	1	2	1	3	17
63.	Credit Suisse AG	-	-	-	-	-	-
64.	DBS Bank Limited	10	215	18	582	32	2,116
65.	Deutsche Bank (Asia)	609	135	308	154	146	167
66.	FIRSTRAND BANK	-	-	1	24	2	34
67.	HSBC Bank Oman S.A.O.G	-	-	-	-	-	-
68.	Hongkong & Shanghai Banking Corporation Ltd.	43,590	720	13,404	641	10,220	672
69.	Industrial and Commercial Bank of China Limited	-	-	-	-	-	-
70.	JP Morgan Chase Bank, National Association	8	27	4	24	1	23
71.	JSC VTB Bank	-	-	-	-	-	-
72.	Krung Thai Bank plc	-	-	-	-	-	-
73.	Mashreq Bank PSC	6	0	6	0	6	0
74.	Mizuho Corporate Bank,Ltd.	1	6	2	125	2	150
75.	National Australia Bank	-	-	-	-		
76.	Rabobank International (Cooperatieve Centrale Raiffeisen-Boerenleenbank B.A.)	-	-	-	-	-	-
77.	SBERBANK	-	-	-	-	1	20
78.	Shinhan Bank	-	-	-	-	-	-
79.	Societe Generale	1	1	1	1		

1	2	3	4	5	6	7	8
80.	Sonali Bank Ltd	9	1	10	1	11	3
81.	Standard Chartered Bank	23,925	3,212	30,987	3,880	34,100	5,783
82.	State Bank of Mauritius Ltd.	3	21	4	35	6	102
83.	Sumitomo Mitsui Banking Corporation			-	-	-	-
84.	The Bank of Tokyo - Mitsubishi UFJ, Ltd.	-	-	-	-	-	-
85.	The Royal Bank of Scotland N.V.	18,564	347	10,751	280		
86.	UBS AG	-	-	-	-	-	-
87.	United Overseas Bank Limited	-	-	-	-	-	-
88.	Westpac Banking Corporation			-			
89.	Woori Bank					-	-
90.	Capital Local Area Bank Ltd	14	2	22	3	38	3
91.	Coastal Local Area Bank Ltd	868	0	747	0	626	1
92.	Krishna Bhima Samruddhi Local Area Bank Ltd	3,371	3	2,900	3	2,089	2
93.	Subhadra Local Area Bank Ltd	19	1	14	0	11	0
	Scheduled Commercial Banks	81,09,306	1,42,054	82,41,170	1,93,200	82,17,810	2,62,906

Source: RBI-Off-site Balance Sheet Analysis returns as reported by banks, global operations

Minimum balance in accounts

1437. SHRI S. THANGAVELU: Will the Minister of FINANCE be pleased to state:

(a) whether Government is aware that the banks are punishing customers for non-maintenance of minimum balance in their accounts;

(b) if so, the details thereof;

(c) whether the Reserve Bank of India (RBI) has asked the banks not to punish the customers for not maintaining minimum balance; and

(d) if so, the response received from the banks in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (d) Banks do charge the customers for non-maintenance of minimum balance. In this regard, Reserve Bank of India (RBI) has advised banks that "At the time of opening the accounts, banks should inform their customers in a transparent manner the requirement of maintaining minimum balance and levying of charges, etc., if the minimum balance is not maintained. Any charge levied subsequently should be transparently made known to all depositors in advance with one month's notice. The banks should inform, at least one month in advance, the existing account holders of any change in the prescribed minimum balance and the charges that may be levied if the prescribed minimum balance is not maintained".

Further banks have been advised to offer Basic - Savings Bank Deposits Account (BSBDA) with minimum common facilities, without requirement of any minimum balance. RBI has also advised banks not to levy penal charges for non-maintenance of minimum balance in any 'Inoperative Account'. Banks' views are factored in before finalising these instructions.

Implementation of recommendations of FSLRC

1438. DR. CHANDAN MITRA: Will the Minister of FINANCE be pleased to state:

(a) whether Government had set up Financial Sector Legislative Reforms Commission (FSLRC) in 2011 to review and rewrite the legal institutional framework of financial sector;

(b) if so, the main suggestions made by the FSLRC in the matter; and

(c) the steps taken by Government for implementation of the recommendations of the FSLRC?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Yes, Sir.

(b) The FSLRC has recommended revamping the legislative framework of the financial sector regulatory architecture by a non-sectoral, principle-based approach and restructuring existing regulatory agencies and creating new agencies wherever needed.

The FSLRC has given a draft legislation namely Indian Financial Code as Volume-II of its report. The basic approach of the FSLRC is to provide clear mandate and powers and mechanism for accountability to financial agencies. The tasks /mandate are consumer protection, prudential regulation, resolution mechanism, capital controls, systematic risk, financial inclusion and market development, and monetary policy which need to be addressed in a non-sectoral manner.

(c) The FSLRC report has been examined by the government. Broadly, recommendations of the FSLRC can be divided into two parts, legislative aspects and non-legislative aspects. The non-legislative aspects of the recommendations are relating to governance enhancing measures on consumer protection and greater transparency in the functioning of financial sector regulators; and the same has been accepted and is being implemented by all regulators on a voluntary basis. The legislative recommendations relate to re-writing the laws using a principle based approach, restructuring existing regulatory agencies and creating new agencies. Implementation of these would require wider consultations with stakeholders.

Recovery of pending dues

1439. DR. ANIL KUMAR SAHANI: Will the Minister of FINANCE be pleased to state:

(a) the quantum of tax dues both direct and indirect taxes and as on 31 March, 2014 pending to be recovered on account of Customs Duty, Service Tax and Central Excise;

(b) the details of measures taken to recover the pending dues;

(c) the total number of income tax payers in the country as on 31 March, 2014 and how many of them are disabled; and

(d) whether there is any proposal to declare income earned by disabled person as tax free as they have to spend more on their maintenance than a normal person and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) As on 31st March, 2014, total outstanding dues incase of direct taxes was ₹ 5,75 340 crore. So far as indirect taxes are concerned, the details of pending arrears as on 31 March, 2014 are as under:

Indirect taxes	Amount (₹ in crore)
Central Excise Duty	59884.69
Customs Duty	17986.38
Service Tax	71257.49
TOTAL	149128.56

(b) Recovery of pending dues in respect of direct and indirect taxes is an ongoing process. So far as direct taxes are concerned, the Income Tax Department has devised a scheme towards focused action by field formations in this area which *inter alia* include setting targets for recovery of arrears as well as current demand raised, regular monitoring of the actions of the assessing officer by the hierarchical superior authorities, utilizing information from various data bases like Individual Transaction Statement, early disposal of appeals especially in high demand cases, etc. So far as indirect taxes are concerned the following measures have been taken which *inter alia* include:

- (i) Dedicated team of officers for recovery of arrears has been created;
- (ii) Wherever revenue arrears are free from all legal encumbrances, action for speedy implementation of favorable decisions passed by courts and wherever no stay has been granted or where stay granted has lapsed, quick action for realisation of arrears by attachment of movable/immovable assets or recovery from sums due to the defaulting assessee implemented. The provisions of Section 142 of the Customs Act 1962; Section 11 of the Central Excise Act, 1944; and Section 87 of the Finance Act, 1994 are being invoked.
- (iii) For the guidance of the field formations, a “Hand Book on Recovery of Arrears of Revenue of Customs, Excise and Service Tax” has been compiled, published and circulated among all the zones.”

(c) The data regarding the number of income tax payers in the country as on 31st March, 2014 has not yet been compiled. However, the total number of effective tax assesses as on 31 March 2013 was 373.77 lakh. The data of tax payers who are disabled is not maintained. However, as per the returns filed and processed for Assessment Year 2012 - 13, the number of tax payers claiming deduction u/s 80U of Income Tax Act available to a person with disability defined therein, was 1,15,643.

(d) The Finance (No.2) Bill, 2014 has introduced in the Parliament on 10th July, 2014, the tax structure for different classes of individual tax payers (for the income of

financial year 2014-15) has been proposed to be moderated further. Such moderation benefits persons with disability also. Details of incentives already available under the Income-tax Act, 1961 specifically for persons with disability are as under:

- (i) Section 80U of the Act provides for a specific deduction of ₹ 75,000/- in case of a person with disability and ₹ 1,00,000/- for severe disability. These amounts of deduction were enhanced from the previous limits of ₹ 50,000/- and ₹ 75 000/- respectively, *vide* Finance Act (No. 2), 2009, *w.e.f.* 1-4-2010.
- (ii) Section 80DD of the Act provides for a deduction of ₹ 50,000/- in respect of maintenance, including medical treatment, of a dependant who is a person with disability. A deduction of ₹ 1,00,000/- is available in case of maintenance of a dependant with severe disability which was enhanced from the previous limit of ₹ 75,000/-, *vide* Finance Act (No. 2), 2009, *w.e.f.* 1-4-2010.
- (iii) Section 64 of the Act provides that any income arising/accruing to a minor child suffering from any disability of the nature specified in section 80U will not be clubbed in the hands of any individual.
- (iv) Section 80G of the Act provides full deduction in respect of donations to the National Trust for Welfare of Persons with Autism, Cerebral Palsy, Mental Retardation and Multiple Disabilities constituted under sub-section (1) of section 3 of the National Trust for Welfare of Persons with Autism, Cerebral Palsy Mental Retardation and Multiple Disabilities Act, 1999 .

Since various specific incentives are already available to persons with disability in a moderate tax regime, the Government does not propose to provide further IT concessions for any special category of individuals.

Securing of ATMs through CCTV surveillance

1440. SHRI BALWINDER SINGH BHUNDER: Will the Minister of FINANCE be pleased to state:

- (a) whether all the public and private sector banks are going to secure their ATMs through remote CCTV surveillance;
- (b) if so, the details thereof;
- (c) the number of ATMs to be secured in such manner and the *modus operandi* for this surveillance plan;
- (d) the details of efforts ensured to make it for proof;

(e) the time by when all the ATMs would be covered under this surveillance plan; and

(f) whether any cost analysis has been done by banks in this regard, if so, the details of cost involved by each bank?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (f) Reserve Bank of India (RBI) instructions on the subject of security of ATMs, *inter-alia*, include covering all ATM sites by CCTVs and ensuring adequate training of security staff posted at ATMs.

Government has advised Banks to review the existing security arrangements at their ATMs in terms of instructions issued by Reserve Bank of India (RBI) on security measures in branches and ATMs. Banks have also been advised that ATMs located in relatively less populated/deserted areas should remain closed at night or shifted elsewhere or should have sufficient number of security guards.

Setting of targets of household saving

1441. SHRI RITABRATA BANERJEE: Will the Minister of FINANCE be pleased to state:

(a) whether there are no specific annual targets or projections for households savings set by Government;

(b) if so, the aggregate household savings over the past three years; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) No specific annual targets for household savings are set by Government. Gross savings by the household sector stood at ₹ 1800174 crore, ₹ 2054737 crore and ₹ 2212414 crore in 2010-11, 2011-12 and 2012-13 (the latest year for which data is available) respectively. The Government closely monitors the trends in household savings and takes appropriate action to encourage such savings from time-to-time.

Powers to RBI for financial benchmarks

1442. SHRI MOHD. ALI KHAN: Will the Minister of FINANCE be pleased to state:

(a) whether Government moots more power for Reserve Bank of India (RBI) in financial benchmarks; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The Committee on Financial Benchmarks constituted by Reserve Bank of India (RBI) had examined the existing legal powers of RBI to regulate the financial benchmarks used in Indian Money, Government Securities, Credit and Foreign Exchange markets. Although there is no specific provision in the RBI Act 1934, with regard to regulation of financial benchmarks, the Committee's considered opinion was that a broader interpretation of Section 45W of RBI Act empowers RBI to issue directions to the Benchmarks Administrators. However, the Committee has recommended suitable amendments in the Section 45W of the RBI Act, 1934 as a long term measure.

RBI has already taken necessary steps under its existing statutory powers to implement all the recommendations of the Committee for strengthening the governance framework and setting methodologies of the major Rupee interest rate and foreign exchange benchmarks. RBI has designated FIMMDA and FEDAI as the benchmark administrators for the Rupee interest rate and foreign exchange benchmarks, respectively.

Shortage in tax collection

1443. SHRI P. RAJEEVE: Will the Minister of FINANCE be pleased to state:

- (a) whether any shortage in tax collection has been reported in the last three years;
- (b) If so, the details thereof; and
- (c) the details of the steps taken by Government to address this issue?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The data of direct and indirect taxes revenue collection *vis-a-vis* Budgetary Estimates and Revised Estimates for the last three financial years is as under:

(₹ in crore)			
Financial Year	Budget Estimate(BE)	Revised Estimate(RE)	Actual collections
1	2	3	4
Direct Taxes			
2011-12	532651	500651	493947
2012-13	570257	565835	558658
2013-14	668109	636318	638495 (Prov.)

1	2	3	4
Indirect Taxes			
2011-12	397816	398696	392444
2012-13	505044	469546	474482
2013-14	565003	519520	496238 (Prov.)

(c) Collection of revenue through direct and indirect taxes mainly depend upon various factors *viz.* growth in Gross Domestic Product (GDP), tax policy, exchange rate, domestic demand of goods and services etc. To achieve the direct taxes collection targets, the Income Tax Department takes various measures towards revenue mobilization which *inter alia* includes monitoring of Advance Tax payments by Top taxpayers; laying emphasis on collection/recovery of outstanding demand; monitoring payment of tax deducted at source by top deductors, organizing awareness programmes regarding TDS/TCS provisions for proper compliance; utilizing information available through Annual Information Report (AIR), Central Information Bureau (CIB), etc. To achieve the indirect taxes collection target, several measures have been taken by the Government which includes Risk Management System, use of Information Technology, special audit, speedier adjudication, speedy disposal of confiscated/seized goods etc.

Application of defence services pension regulation act by SBI, Kolkata

1444. SHRI MAHENDRA SINGH MAHRA: Will the Minister of FINANCE be pleased to state

(a) whether any Pan India organisation of ex-servicemen has raised an instance of doctoring of Government Guidelines arbitrarily by official of State Bank of India (SBI), Kolkata Circle in Defence Service Pension Regulation Act, Pt.-II appendix XVIII Page-152;

(b) if so, the circumstances under which such act was done and what remedial action has been taken by the bank to mitigate the hardships faced by the ex-servicemen re-employed in the SBI in Kolkata Circle; and

(c) the action taken by the bank against the concerned officials?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) A reference dated 29.6.2013 was received by the State Bank of India (SBI) from National Ex-servicemen Co-ordination Committee, New Delhi regarding grievances of ex- servicemen in SBI, Kolkata including 'Re-employing Certificate' issued by SBI, Kolkata Circle. This certificate has, *inter-alia*, a bearing on

payment of Dearness Relief on defence pension. Such a certificate is normally issued to the ex-servicemen re-employed in the Bank and who are fitted to the minimum of the scale of pay in which they are re-employed. In respect of some ex-servicemen re-employed in SBI whose pay was not fixed at the minimum of the scale of pay and enjoying pay protection, the certificates were issued at the instance of the ex-servicemen by some branches in Kolkata Circle by slightly modifying the clauses to state the actual position. SBI had informed the aforesaid ex-servicemen organization that the modification in certificate was referred to the Principal Controller of Defence Accounts (Pension) (PCDA) for confirmation. In the absence of confirmation from PCDA issuance of such modified certificate has been discontinued by SBI, Kolkata Circle.

The 'Certificate of Re-employing Authority' issued by some branches of SBI, Kolkata Circle does not lead to doctoring of Government guidelines or material alteration of actual position and, therefore, no action has been initiated against the concerned officials by SBI.

Restoration of customs duty on raw silk

1445. DR. VIJAY MALLYA: Will the Minister of FINANCE be pleased to state :

(a) whether Government is aware that consequent upon reduction of customs duty on raw silk from 30 per cent to 5 per cent, the domestic Sericulture Industry was very severely affected the livelihood of the stake holders of the industry;

(b) whether the increase in customs duty of raw silk to 15 per cent in the budget of 2013-14 has not provided the requisite relief and the State Governments at the highest level have again requested restoration of customs duty to 30 per cent; and

(c) whether the Ministry has considered the matter and if so, with what results?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) In the Budget 2011-12, the basic customs duty on raw silk was reduced from 30 per cent to 5 per cent in order to encourage domestic value addition in the manufacturing sector.

Pursuant to representations received that the reduction in duty has adversely affected the domestic sericulture industry, in the Budget 2013-14, the basic customs duty on raw silk was increased from 5 per cent to 15 per cent as a measure of protection to domestic sericulture.

Subsequently, a reference dated 16th January, 2014 was received from the Chief Minister of Karnataka with the request to enhance the customs duty on raw silk to 30 per cent.

The issue was examined during interim Budget 2014-15 and the request was not acceded to.

Recovery of fraudulently secured KCC loan

1446. SHRI ARVIND KUMAR SINGH: Will the Minister of FINANCE be pleased to refer to answer to Unstarred Questions 2511 and 497 replied on 18th February, 2014 and 10th December, 2013 respectively in Rajya Sabha and state:

(a) the details of fraudulently secured and defaulted loans under Kisan Credit Card (KCC) recovered till date by Purvanchal Bank, Narahi branch, Ballia;

(b) whether Government would start proceedings under SARFAESI Act, 2002 and seize the mortgaged properties against the defaulters who had fraudulently secured loans under KCC in 2008 from Purvanchal Bank, Narahi branch, Ballia, as no recovery has been made since last one year by revenue authorities due to connivance with fraudsters;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the details of other steps Government would take to recover the loan secured fraudulently under KCC?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) As reported by the National Bank for Agriculture and Rural Development (NABARD) and Purvanchal Bank, the details of fraudulently secured and defaulted loan under Kisan Credit Card (KCC) recovered till date by Purvanchal Bank, Narahi Branch, Ballia are as under:

(₹ in lakh)

Sl. No.	Name of Borrower	Account No.	Sanctioned Date	Sanctioned Amount	Remarks
1.	Sri Amarnath Rai	3000031410000706	11.03.2008	1.75	Closed on 07.03.2013
2.	Smt. Kalawati Devi and Sri Amarnath Rai	3311522730	29.08.2008	1.50	Closed on 28.02.2014
3.	Smt. Dulariya Devi and Sri Amarnath Rai	3311528040	04.10.2008	1.40	Closed on 29.03.2014
4.	Late Sri Mahendra Rai Guarantor Sri Amarnath Rai	3311528914	06.03.2008	1.75	Closed on 28.02.2014

(b to (e) NABARD has informed that the entire loan amounts under question have been recovered by the Purvanchal Bank, Narahi Branch, Ballia and the respective accounts have been closed.

Modernisation and upgradation of system in departments under CBDT

1447. DR. T. SUBBARAMI REDDY: Will the Minister of FINANCE be pleased to state:

(a) whether any exercise has been undertaken by Government for modernization and upgradation of the system in the various Departments like Income-tax, Customs, Excise under the Central Board of Direct Taxes, (CBDT);

(b) if so, the details thereof;

(c) the time line fixed for the modernisation process, with details;

(d) whether it would improve the efficiency of the tax collection machinery in respect of tax payers, namely, processing of refund, issue of IT certificate etc. ; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) Yes.

CBDT: The Income Tax Department is continuously refining its Business processes to make it completely system driven by harnessing the latest available technology so as to provide tax payer services of the highest order. Electronic filing of income tax return (e-filing), Centralized Processing Centre (CPC) at Bengaluru, issues of refund through refund banker, on line tax accounting system (OLTAS) and bulk processing of TDS Returns are flagship initiative of the Department operationalised on the technology platform provide a bouquet of services to the tax payer. The business process of the Department has also been e-enabled by a system driven application utilised by the field a users in day-to-day working.

A New flagship Project - ITBA (Income Tax Business Application) has been launched which envisages development and maintenance of new application and maintenance of existing application. The BOOT model Project is intended to Select Service Provider (SP) to take over the current assets, for augmenting the infrastructure, developing the new application, undertaking maintenance of the existing applications and managing the transition from old to new application with a view to ensure minimal discontinuity.

CBEC: Central Board of Excise and Customs (CBEC) undertook the IT Consolidation initiative in 2008-09 to consolidate the Information Technology (IT) infrastructure to host all its IT enabled services across Customs, Central Excise and Service Tax from a central data server. The IT consolidation project enabled the following-

- (i) E-services to trade
- (ii) Centralised Management of IT applications
- (iii) Uniformity of processes, procedures across the country

For modernization and upgradation of the Reporting System, the Directorate of Systems, Central Board of Excise and Customs is in process of procuring advanced analytical tool for the purposes of Fraud Management and Visual Analytics.

(c) **CBDT:** TCS has been selected as Service Provider (SP). The Project has to be completed in six Tracks viz. Project Initiation, Takeover and Maintenance of existing application, Design and Development of ITBA, Infra Deployment, Technology Training Centre and Training and Operations & Maintenance. ITBA is to be rolled out in April 2015 and SP has to maintain the system for 5 years thereafter (for the period of 7 years including 2 years of Development and 5 years of maintenance).

CBEC: The IT Consolidation project was launched in 2008 and has been successfully implemented. Modernization and Upgradation of IT infrastructure is a continuous process.

(d) and (e) Yes.

CBDT: ITBA has single sign on for all ITD Applications, Technology Helpdesk, Workflow Management System, Human Resource Management System Alert and Notification services via SMS/E-mail etc. which helps in improving efficiency of Employees and provides Tax Payers friendly atmosphere.

CBEC: The IT infrastructure consolidation project of CBEC has resulted in multiple benefits to taxpayers as well as towards enhancing the operational efficiency as per details below.

I. Better taxpayer service

- (i) Enable taxpayers (Customs, Central Excise and Service Tax) to file Documents/ Returns/Payments online (24x7)
- (ii) Centralized processing of documents (returns, refunds, intimations etc) with instant e-acknowledgement and document tracking

- (iii) Centralized Help Desk(s) to support Taxpayer queries

II. Operational efficiency and security

- (i) Smooth roll out of new software applications and ease of adding new locations to the CBEC network
- (ii) Process standardization
- (iii) Industry standard information security and IT service Management.

Committee for screening applications of banking licenses

1448. SHRI AMBETH RAJAN: Will the Minister of FINANCE be pleased to state:

- (a) whether a High Level Committee was constituted by Government to screen the applications for grant of new banking licenses in the country: and
- (b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) A High Level Advisory Committee (HLAC) was constituted under the Chairmanship of Dr. Bimal Jalan, former Governor, Reserve Bank of India for screening the application of new bank licenses.

Reserve Bank of India (RBI) *vide* Press release dated April 2, 2014, has granted “in-principle” approval of two applicants *viz.*, IDFC limited and Bandhan Financial Services Private Limited, to set up banks under the “Guidelines for Licensing of New Banks in the Private Sector” issued on February 22, 2013. These two applicants were also recommended as suitable for grant of “in-principle” approval by the High Level Advisory Committee (HLAC) set up by the RBI. The HLAC had also recommended that in the case of Department of Posts which had applied for licenses, it would be desirable for the RBI to consider the application separately in consultation with the Government of India. The RBI accepted the recommendation of the HLAC.

Debt burden of States

1449. SHRI DHIRAJ PRASAD SAHU: Will the Minister of FINANCE be pleased to state:

- (a) the debt burden of various States as on 31 March, 2014;
- (b) the proposal submitted by various States including Jharkhand for financial assistance to reduce the debt;

(c) the aid and assistance proposed to be extended to each State during 2013-14 to reduce the debt burden; and

(d) the action taken by the Central Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) As gleaned from Budget Estimates of States for 2013-14, State-wise outstanding debt and liabilities and its ratio to GSDP is given in Statement-I (*See below*).

(b) to (d) Some State Governments have in recent past requested for providing financial assistance to reduce the debt. However, no such request has been received from State of Jharkhand.

Such requests received from States are dealt within the ambit of recommendations of the Finance Commissions. In accordance with the recommendations of Twelfth Finance Commission (TFC) and Thirteenth Finance Commission (FC-XIII), for their award period 2005-10 and 2010-15 respectively, the following debt relief and interest relief measures have been extended to the States, consequent upon the enactment of their Fiscal Responsibility and Budget Management Act (FRBMA).

- Central Loans (from Ministry of Finance) contracted by the State upto 31st March, 2004 and outstanding as on 31st March, 2010 amounting to ₹ 1,22,348 crore were consolidated and debt waiver of ₹ 19,726 crore provided to eligible States during TFC award period.
- Loans for Central Sponsored Schemes/Central Plan Schemes, other than MoF, to the extent of ₹ 2334.62 crore as outstanding on 31.3.2010 had been written off, including ₹ 63.68 crore during 2013-14 as per details given in Statement-II (*See below*).
- Interest reset on National Small Saving Funds loans contracted till 2006-07 and outstanding at the end of year proceeding the year of enactment of the States' FRBMA, subject to fulfillment of FRBMA targets. The eligible States have got interest relief of ₹ 5221.58 crore on this account, including ₹ 2392.54 crore during 2013-14 as per details given in Statement – III (*See below*).

Further, the 14th Finance Commission has been constituted and its terms of reference *inter-alia* require the Commission to have regard, among other considerations, to the resources of the State Government, including impact of debt levels on resource availability in debt stressed States, for five years commencing 1st April, 2015 on the basis of levels of taxation and non-tax revenues likely to be reached during 2014-15.

Statement – I

*State-wise estimated outstanding debt and other liabilities as
per Budget Estimates of States (2013-14)*

Sl. No.	States	Debt/GSDP targets prescribed by FC -XIII (%)	Estimated debt and other liabilities at the end of 2013-14	
			Amount (₹ in crore)	Debt/GSDP ratios (%)
1	2	3	4	5
1.	Andhra Pradesh*	28.2	197221	22.3
2.	Bihar	43.0	76595	24.4
3.	Chhattisgarh	23.5	22173	12.9
4.	Goa	29.9	11455	23.8
5.	Gujarat	27.6	190548	24.6
6.	Haryana	22.8	72266	17.8
7.	Jharkhand	27.3	39442	23.1
8.	Karnataka	25.4	130964	21.8
9.	Kerala	30.7	118254	28.6
10.	Madhya Pradesh	36	93576	23.9
11.	Maharashtra	25.5	289913	17.7
12.	Odisha	29.8	49880	17.4
13.	Punjab	39.8	102282	33.1
14.	Rajasthan	37.3	131484	28.7
15.	Tamil Nadu	25	170180	21.0
16.	Uttar Pradesh	43.4	269803	31.6
17.	West Bengal	35.9	247422	34.8
18.	Arunachal Pradesh	52.5	4473	36.4

1	2	3	4	5
19.	Assam	28.4	40071	27.9
20.	Himachal Pradesh	42.1	30026	36.8
21.	Jammu and Kashmir	51.6	42339	53.6
22.	Manipur	57	6835	52.1
23.	Meghalaya	32	6346	32.1
24.	Mizoram	79.2	5396	63.4
25.	Nagaland	53.5	7313	51.1
26.	Sikkim	58.8	3108	29.9
27.	Tripura	44.2	7276	31.2
28.	Uttarakhand	38.5	26801	22.2
ALL STATES - on GDP		24.8	2393442	21.1

* Undivided Andhra Pradesh

Statement – II

*Outstanding loans under Centrally sponsored schemes/
Central plan schemes written off during 2013-14*

(₹ in crores)

Sl. No.	State	Loans written off during 2013-14
1	2	3
1.	Karnataka	5.48
2.	Kerala	1.53
3.	Madhya Pradesh	2.55
4.	Maharashtra	7.76
5.	Manipur	0.56
6.	Meghalaya	0.34
7.	Nagaland	0.14

1	2	3
8.	Odisha	1.81
9.	Punjab	0.94
10.	Rajasthan	1.95
11.	Sikkim	0.75
12.	Tamil Nadu	2.99
13.	Tripura	9.83
14.	Uttar Pradesh	0.23
15.	Uttarakhand	26.77
16.	West Bengal	0.05
TOTAL		63.68

Statement - III*Interest relief for 2013-14 on national small saving fund loans*

(₹ in crores)

Sl. No.	State	Total
1.	Andhra Pradesh	146.47
2.	Arunachal Pradesh	2.55
3.	Bihar	93.29
4.	Chhattisgarh	29.34
5.	Gujarat	282.53
6.	Himachal Pradesh	21.54
7.	Jharkhand	51.88
8.	Karnataka	118.12
9.	Maharashtra	447.40
10.	Mizoram	0.92

Sl. No.	State	Total
11.	Nagaland	0.74
12.	Odisha	40.39
13.	Punjab	140.82
14.	Rajasthan	166.35
15.	Tamil Nadu	136.82
16.	Uttar Pradesh	280.43
17.	Uttarakhand	28.43
18.	West Bengal	404.53
TOTAL		2392.54

Dip in credit off take of banks

1450. SHRI ANAND SHARMA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that there is a sharp dip in the credit offtake for the banking sector with last quarter reporting little fresh lending;

(b) if so, whether this has raised the exposure of banks to Mutual Funds and other SLR investments; and

(c) the details of the steps, Government proposes to take in consultation with RBI to reverse the trend and revive lending for industrial activity?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The credit offtake for the Banking Sector in the previous quarters is as under:-

Items	Jun-13	Sep-13	Dec-13	Mar-14
Total Gross Advances	53,54,020	56,05,239	57,26,456	61,01,784
Growth over previous period	-0.3	4.7	2.2	6.6
Mutual Fund-Debt oriented	15,042	8,600	11,949	7,899
Mutual Fund-Equity oriented	996	585	596	918

Items	Jun-13	Sep-13	Dec-13	Mar-14
Investment in MFs	16,038	9,186	12,546	8,817
Growth over previous period	21.5	-42.7	36.6	-29.7
Non-SLR Investments	5,67,448	5,62,818	5,96,299	6,45,521
Growth over previous period	-3.0	-0.8	5.9	8.3
SLR/Approved Securities	20,86,868	20,91,475	22,01,613	21,99,098
Growth over previous period	4.5	0.2	5.3	-0.1

From the above data the credit off take for the Banking Sector in the last quarter *i.e.* January- March, 2014 quarter was 6.6% which is higher than the growth recorded in the October-December, 2013 quarter (2.2%). Banks exposure to Mutual Fund Industry stood at ₹ 8817 crore for the last quarter *i.e.* January-March, 2014 compared to ₹ 12,546 crores for the quarter ended December, 2013. In the Statutory Liquidity Ratio (SLR) Securities for the quarter ended March, 2014, exposure stood at ₹ 21,99,098 crore compared to ₹ 22,01,613 crore for the quarter ended December, 2013. This shows that the exposure of Banks to Mutual Fund and other SLR Investments has come down in the last quarter.

(c) The Reserve Bank of India continuously monitors credit conditions to ensure adequate flow of credit to productive sectors. Government is also according regulatory approvals/clearances to the industrial sectors wherever required on merits. With a view to ensuring that Banks are able to finance investment demand and the need for credit as the economy recovers, the SLR has been brought down from 23% of banks' net demand and time liabilities to 22.5 per cent with effect from the fortnight beginning June 14, 2014. Government has made a budgetary allocation of ₹ 11,200 crore for recapitalization of PSBs during 2014-15. Assuming Capital to Risk Weighted Asset Ratio (CRAR) at 9% the banks can lend ₹ 1 lakh crore against the capital of ₹ 11,200 crore.

As announced by Finance Minister in his Budget Speech of 2014-15, to encourage the banks to facilitate raising of long term funds for lending to infrastructure sector, RBI has recently issued (15th July, 2014) a circular to banks wherein banks have been allowed to issue long term infrastructure bonds. Such bonds which may be fully paid, redeemable and unsecured, can be issued with minimum maturity of 7 years. These bonds will be exempted from the computation of net demand and time liabilities (NDTL) and would not be subject to Cash Reserve Ratio / Statutory Liquidity Ratio requirements as well as exempted in the computation of Adjusted Net Bank Credit for the purpose of priority

sector lending. Further, RBI has permitted banks to adopt flexible structuring of the loan while lending to infrastructure.

CAD with China

1451. SHRI Y.S. CHOWDARY: Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that Current Account Deficit (CAD) with China has widened during the last three years;
- (b) if so, the details thereof and the reasons therefor; and
- (c) the steps taken or being taken by Government to correct the imbalance?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) The Balance of Payments accounts and reporting system is not made country wise and as such no data on India's current account deficit with China is available.

Review of regulatory bodies

1452. SHRI RAJEEV CHANDRASEKHAR: Will the Minister of FINANCE be pleased to state:

- (a) whether Government proposes to undertake a comprehensive review of existing regulatory bodies, including amendments of laws and Statutes, in the light of the scams and crisis witnessed during recent times, as a result of failure of regulatory institutions; and
- (b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Enactment of new laws and amendments to existing laws and statutes are regular exercises undertaken by the government to address the dynamics of the financial sector. Recent enactments like the Securities and Insurance Laws (Amendment and Validation) Act, 2010, Pension Fund Regulatory and Development Authority (PFRDA) Act 2013 and proposed amendments to Insurance Act, 1938, the Securities Laws (Amendment) Bill, 2014 and Forward Contracts (Regulation) Amendment Bill, 2013 are recent examples of such initiatives.

In addition, the Financial Sector Legislative Reforms Commission (FSLRC) report has proposed a comprehensive review of financial sector legislations and restructuring of the regulator) architecture for empowering the institutional structure of financial sector

regulation to meet the contemporaneous requirements of the growing Indian economy which is increasingly getting integrated with the global economy.

- (b) Does not arise in view of the reply to part (a) above.

**Loss caused to co-operative societies due to
withdrawal of section 80(P) of Income Tax**

†1453. SHRI RAM NARAIN DUDI: Will the Minister of FINANCE be pleased to state:

- (a) whether it is a fact that co-operative societies were exempted from income tax up to 2005-06 under the section 80(P) of Income Tax Act;
- (b) the details of the loss caused to the co-operative societies of Rajasthan due to the withdrawal of the section 80(P) of Income Tax Act at present;
- (c) whether the Central Government intends to provide exemption in the income being earned by the co-operative societies from the agricultural profession; and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) (i) Yes, Sir.

- (ii) Section 80P of the Income-tax Act, 1961 (the 'Act') continues to provide for deduction in respect of income of cooperative societies, subject to fulfillment of prescribed conditions, as specified in the said section. However, with effect from 1.4.2007, the provisions of section 80P of the Act were made inapplicable in relation to cooperative banks other than primary agricultural credit societies or primary cooperative agricultural and rural development banks.

- (b) No such data is maintained.

(c) and (d) Section 80P of the Act presently provides hundred per cent deduction to co-operative societies of income attributable to marketing of agricultural produce grown by its members, purchase of agricultural implements, seeds, livestock or other articles intended for agriculture for the purpose of supplying them to its members, processing, without the aid of power, of the agricultural produce of its members, supplying oilseeds, fruits or vegetables raised or grown by its members.

There is no proposal to provide any further exemption.

†Original notice of the question was received in Hindi.

Collection of income tax

†1454. SHRI LAL SINH VADODIA: Will the Minister of FINANCE be pleased to state:

(a) the details of revenue collected through income tax in the country during the year 2013, State-wise;

(b) the names of the top ten contributing States and the amount collected from them; and

(c) the names of last ten contributing States and the details of amount collected from each of these States?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) The details of revenue collected through income tax in the country, State-wise, during the FY 2013-14 is given in Statement-I (*See* below).

(b) The names of the top ten contributing States and the amount collected from those is given in Statement-II (*See* below).

(c) The names of last ten contributing States and the details of amount collected from each of those States is given in Statement-III (*See* below).

Statement-I

Income tax collected from the offices in different States during the FY 2013-14*

(₹ in crore)

Sl. No.	Name of the State	Total income tax collected from the offices in States during FY 2013-14
1	2	3
1.	Andhra Pradesh	32253.19
2.	Arunachal Pradesh	111.81
3.	Assam	4481.58
4.	Bihar	4489.48
5.	Jharkhand	3481.58
6.	Goa	2090.20

†Original notice of the question was received in Hindi.

1	2	3
7.	Gujarat	28725.67
8.	Haryana	16765.76
9.	Himachal Pradesh	1621.96
10.	Jammu and Kashmir	1457.87
11.	Karnataka	59703.92
12.	Kerala	10143.61
13.	Madhya Pradesh	13472.84
14.	Chhattisgarh	3063.74
15.	Maharashtra	224106.14
16.	Manipur	79.14
17.	Meghalaya	576.98
18.	Mizoram	17.77
19.	Nagaland	34.89
20.	Delhi	87980.95
21.	Odisha	9390.57
22.	Punjab	7762.96
23.	Rajasthan	11226.44
24.	Sikkim	205.37
25.	Tamil Nadu	42592.35
26.	Tripura	218.63
27.	Uttar Pradesh	25855.08
28.	Uttarakhand	1940.68
29.	West Bengal	26820.15

*Refer: Note 1 & Note 2 below;

Source : Pr CCA CBDT (Prov.); figures determined on the basis of PAN/TAN Master

Statement – II

Top ten States from where Income tax was collected from the offices located therein during the FY 2013-14*

(₹ in crore)

Name of the State	Total income tax collected from the offices located in the States during FY 2013-14
Maharashtra	224106.14
Delhi	87980.95
Karnataka	59703.92
Tamil Nadu	42592.35
Andhra Pradesh	32253.19
Gujarat	28725.67
West Bengal	26820.15
Uttar Pradesh	25855.08
Haryana	16765.76
Madhya Pradesh	13472.84

*Refer: Note 1 & Note 2 below;

Source : Pr CCA CBDT (Prov.); figures determined on the basis of PAN/TAN Master

Statement–III

Last ten States from where Income tax was collected from the offices located therein during the FY 2013-14*

(₹ in crore)

Name of the State	Total income tax collected from the offices located in the States during FY 2013-14
1	2
Goa	2090.20
Uttarakhand	1940.68
Himachal Pradesh	1621.96

1	2
Jammu and Kashmir	1457.87
Meghalaya	576.98
Tripura	218.63
Sikkim	205.37
Arunachal Pradesh	111.81
Manipur	79.14
Nagaland	34.89

*Refer: Note 1 & Note 2 below;

Source: Pr CCA CBDT (Prov.); figures determined on the basis of PAN/TAN Master

Note 1: Income tax here includes Corporate tax and Personal Income-tax.

Note 2: Income-tax is collected by the Income Tax Department from the assessee falling under the jurisdiction of a particular office, irrespective of the State or place where the activity which occasioned the tax liability took place.

Setting up of new banks in private sector

†1455. SHRI PARVEZ HASHMI: Will the Minister of FINANCE be pleased to state:

(a) the details of guidelines issued by Government allowing private sector to set up banks;

(b) the number of applications received by the Reserve Bank of India (RBI) in response to the above and the number of people proposed to be given license to set up banks; and

(c) the details of the likely ratio of banks in urban and rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) Reserve Bank of India (RBI) issued "Guidelines for licensing of New Banks in the Private Sector" on 22.2.2013. Key features of the guidelines include eligible promoters; 'fit and proper' criteria; corporate structure of the Non-Operative Financial Holding Company (NOFHC); minimum voting equity capital requirement for bank and shareholding by NOFHC; regulatory framework; foreign shareholding in the bank; corporate governance of NOFHC; prudential norms for the NOFHC; exposure norms; business plan for the bank; other conditions for the banks

†Original notice of the question was received in Hindi.

and additional conditions for NBFCs promoting / converting into a bank. The detailed guidelines are available on the RBI website at www.rbi.org.in.

Consequently 27 applications were received for setting up of a new bank. After withdrawal of applications by Value Industries Limited, Aurangabad and TATA Sons Limited, Mumbai, there were 25 applications.

RBI *vide* Press release dated April 2, 2014, has granted “in-principle” approval to two applicants *viz.*, IDFC Limited and Bandhan Financial Services Private Limited, to set up banks under the Guidelines on Licensing of New Banks in the Private Sector issued on February 22, 2013. These two applicants were also recommended as suitable for grant of “in-principle” approval by the High Level Advisory Committee (HLAC) set up by the RBI.

(c) To achieve the objective of financial inclusion, the new bank guidelines stipulated that the banks will be required to open at least 25 per cent of its branches in unbanked rural centres (population up to 9,999 as per the latest census) to avoid over concentration of their branches in metropolitan areas and cities which are already having adequate banking presence.

Present status of CAD

1456. SHRI RAJKUMAR DHOOT: Will the Minister of FINANCE be pleased to state:

- (a) the present status of Current Account Deficit (CAD) of the nation;
- (b) how it compares with the last three years, year-wise; and
- (c) the details of steps Government has taken or proposes to take to minimize the CAD to the desired levels?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) India’s current account deficit (CAD) stood at US\$ 32.4 billion in 2013-14 as against US\$ 88.2 billion in 2012-13. No data on CAD for 2014-15 is available. India’s CAD in the last three years is given below:

Year	CAD (US\$ billion)	CAD as a per cent of GDP
2011-12	78.2	4.2
2012-13	88.2	4.7
2013-14	32.4	1.7

High CAD in 2011-12 and 2012-13 was largely due to growing trade deficit reflecting slow down in exports arising from weak global demand and rise in imports arising from relatively strong demand for imports of some key commodities, particularly gold. Government of India and the Reserve Bank of India had undertaken a number of measures to curb non-essential imports in the second quarter of 2013-14 following a sharp depreciation of the rupee owing to market perceptions of an imminence of the rollback of quantitative easing by the US Federal Reserve affecting capital flows into India and the continued widening of the CAD in the first quarter of 2013-14. These, *inter alia*, include compression in import of gold and silver and non-essential items including through hike in custom tariffs and other limits. As a step towards restricting the gold imports, Government has linked the gold imports with the gold exports, whereby 20 per cent of the imported gold has to be channelized for gold exporters. Inflation Indexed Bonds has been introduced on June 04, 2013 to wean investors from gold to other savings instruments and help in moderating gold demand. Apart from these measures, the Government has revised diesel prices and capped subsidized LPG cylinders to consumers to contain the fiscal burden of subsidies in September 2012 and subsequently oil marketing companies were permitted to raise diesel prices in small measures periodically. This helped reduce the growth in domestic oil consumption even as global crude oil prices remained at elevated levels.

These measures along with improved global demand conditions and falling international commodity prices helped India reduce CAD in 2013-14 to 1.7 per cent of GDP from 4.7 per cent of GDP in 2012-13. Government is closely monitoring the emerging situation and containing CAD is a high priority for which measures will be taken on an ongoing basis as per the requirement.

New rule issued by BCSBI

1457. SHRIMATI WANSUK SYIEM: Will the Minister of FINANCE be pleased to state:

(a) whether a new rule issued by the Banking Codes and Standard Board of India (BCSBI) makes it mandatory for the banks to find evidence that the customer had authorised and is responsible for disputed transactions;

(b) whether nearly a fourth of the 20,000 odd complaints that banks' ombudsman had received in 2012-13, relate to ATM, Debit and Credit Card transactions; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) A bank on signing the covenant of the Banking Codes

and Standard Board of India (BCSBI) is bound by the Code. The Code was last revised in January 2014.

In terms of BCSBI Code Clause 8.17.4.1.h.on ATM/Debit and Credit Cards, once a customer advises the bank that his/her card has been stolen or lost, or his/her pin or password disclosed, the customer is not responsible for any unauthorised use of card after that time. However, this protection will not apply if customer has acted fraudulently or negligently. Further, in case of a disputed transaction where customer contention is not acceptable to the bank, it is the responsibility of the bank to provide evidence of customer having authorised the transaction.

Violation of BCSBI Code is ground of complaint under the Banking Ombudsman Scheme.

(b) and (c) During the year 2012-13, Banking Ombudsman received 70,541 complaints out of these 17, 867 complaints were relating to ATM, Debit and Credit card transactions.

Pay revision of employees of Forest Research Institute

1458. SHRI TARUN VIJAY: Will the Minister of FINANCE be pleased to state:

(a) whether Government is aware that the recommendations of the Fifth and Sixth Pay Commissions have not been applied in respect of the salaries of the employees of Forest Research Institute, Dehradun for the last 19 years; and

(b) whether there is going to be any consideration of their request to have this issue resolved?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The information is being collected and would be laid on the Table of the House.

Transfer of dormant bank balances to Government

1459. SHRI MOHD. ALI KHAN: Will the Minister of FINANCE be pleased to state:

(a) whether RBI has directed banks to transfer dormant balances to the Government of India after a period of ten years; and

(b) if so, the details thereof and its implementation status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) In pursuance of the amendment of the Banking

Regulation Act, 1949, and insertion of section 26A, Reserve Bank of India (RBI) has established The Depositor Education and Awareness Fund (DEAF). Under the provisions of this Section the amount to the credit of any account in India with any bank which has not been operated upon for a period of ten years or any deposit or any amount remaining unclaimed for more than ten year shall be credited to the Fund, within a period of three months from the expiry of the said period of ten years.

Further the RBI has framed "The Depositor Education and Awareness Fund Scheme 2014 which has been notified in the Official Gazette on May 24, 2014 and accordingly banks were advised to calculate the cumulative balances in all accounts along with interest accrued, as on the day prior to the effective date, *i.e.*, May 23, 2014 and transfer such amounts due to the DEAF on June 30, 2014. Operational Guidelines for the Depositor Education and Awareness Fund Scheme 2014 have been issued to all banks on May 27, 2014. RBI has specified *vide* its circular dated June 26, 2014 that the rate of interest payable by banks to the depositors/claimants on the unclaimed interest bearing deposit amount transferred to the fund shall be 4% simple interest per annum until further notice.

The total amount credited to the fund as on July 1, 2014 by 633 banks was ₹ 3455,44,26,192.

DEAF shall be utilised for promotion of depositors' interest and for such other purposes considered necessary for the promotion of depositors' interest as specified by RBI from time to time. However, the provisions of Section 26A do not prevent a depositor from claiming his/her deposit or operating his/her account or deposit after the expiry of the period of ten years and the banking company should pay the deposit amount and claim refund of such amount from DEAF.

Amnesty scheme to bring back black money

1460. SHRI SANJAY RAUT: Will the Minister of FINANCE be pleased to state:

- (a) whether a group of taxation experts has suggested to Government for a six month amnesty scheme to bring back black money;
- (b) if so, the details thereof and the Government's response thereto; and
- (c) the details of steps taken or proposed to be taken by Government to bring black money?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) No Madam.

- (b) Does not arise in view of the reply given (a) above.

(c) Drive against tax evasion is an ongoing process. Whenever tax evasion is detected, either through domestic or cross border transactions, appropriate action under direct tax laws including investigation of tax evasions, assessment of income, raising tax demand, levy of penalty and launching of prosecution in appropriate cases is taken. Various steps have been taken to further strengthen and streamline the processes and systems including capacity building of the workforce through training and sensitisation on issues relating to unaccounted money kept abroad and investigation thereof.

The Government has also taken the following steps to bring back black money in the country:

- (i) Setting up of a Special Investigation Team (SIT) to unearth black money stashed abroad.
- (ii) Joining the global efforts to combat cross-border global tax evasion and tax fraud and to promote international tax compliance, including supporting the implementation of a uniform global standard on automatic exchange of information.
- (iii) Renegotiation of Double Taxation Avoidance Agreements (DTAAs) with other countries to bring the Article on Exchange of Information to International Standards and expanding our treaty network by signing new DTAAs and by entering into Tax Information Exchange Agreements (TIEAs) with many tax jurisdictions to facilitate the exchange of information and to bring transparency.
- (iv) Joining the Multilateral Convention on Mutual Administrative Assistance in Tax Matters.
- (v) Effectively utilizing the information received from treaty partners to combat tax evasion and avoidance.

Consultation with State Governments regarding GST

†1461. SHRI DARSHAN SINGH YADAV: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government is likely to make an important announcement about Goods Service Tax (GST) very shortly;

(b) whether Government has completed the process of consultations with State Governments before taking decision in this regard; and

†Original notice of the question was received in Hindi.

(c) if so, the suggestions made by State Governments, which are under consideration of the Central Government?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) to (c) In para 9 of his Budget Speech 2014-15, the Union Finance Minister has announced that: "The debate whether to introduce a Goods and Services Tax (GST) must now come to an end. We have discussed the issue for the past many years. Some States have been apprehensive about surrendering their taxation jurisdiction; others want to be adequately compensated. I have discussed the matter with the States both individually and collectively. I do hope we are able to find a solution in the course of this year and approve the legislative scheme which enables the introduction of GST. This will streamline the tax administration, avoid harassment of the business and result in higher revenue collection both for the Centre and the States. I assure all States that government will be more than fair in dealing with them."

Penalties imposed on co-operative banks

1462. SHRI ARVIND KUMAR SINGH: Will the Minister of FINANCE be pleased to state:

(a) the details of the Acts/Rules under which the Reserve Bank of India (RBI) has powers to impose penalties on private and Urban Co-operative Banks (UCBs);

(b) whether these provisions allow RBI to give wide publicity of these penalties, through electronic or print media and if so, the details thereof;

(c) the reasons therefor as many UCBs risk failure of business as they are not strong enough to withstand the run on deposits and loss of public faith; and

(d) whether RBI would be restrained from giving publicity of such penalties and if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) Section 47A of the Banking Regulation Act, 1949, empowers Reserve Bank of India (RBI) to impose penalties on banking companies for contraventions or defaults laid down in Section 46 of the Act. For the propose of adjudging the penalty, the RBI is required to serve notice on the banking company asking it to show cause why the amount specified in the notice should not be imposed. Further, the RBI is required to give a reasonable opportunity of being heard to such banking company.

Section 47A read with Section 56 of the Banking Regulation Act 1949, empowers RBI to impose penalties on co-operative banks.

(b) to (d) Section 47A is silent on publication/publicity by RBI of its penalty orders. However, on the basis of an administrative decision, RBI publishes a short statement of imposition of penalty in appropriate cases. RBI is cognisant that in any policy of transparency, there is a need to build processes which ensure that the benefits of supervisory disclosure are appropriately weighed against the risk to all stakeholders. Circumspection in disclosure by the supervisors arises from the potential market reaction that it may trigger, which may not be desirable. The imposition of penalty on a bank is decided after a due process of advising the bank and seeking its explanation so as to afford a reasonable opportunity to the bank for being heard. Considering this and consistent with international best practices in disclosure of penalties imposed by the regulator, it was decided that disclosure of the details of levy of penalties on a bank in public domain will be in the interest of the investors and depositors.

The RBI *vide* its circular dated October 19, 2004 on 'Enhancement of Transparency of Bank's Affairs through Disclosures' provides for a mode of disclosure of penalties in respect of commercial banks (excluding Regional Rural Bank). The mode of disclosure of penalties is as under:

- (i) A Press Release will be issued by the RBI giving details of the circumstances under which the penalty is imposed on the bank alongwith the communication on the imposition of penalty in public domain.
- (ii) The penalty should also be disclosed in the "Notes on Accounts" to the balance sheet in the concerned bank's next Annual Report.

Generation of black money through GPN

1463. DR. BHALCHANDRA MUNGEKAR: Will the Minister of FINANCE be pleased to state:

- (a) whether the Ministry agrees to the fact that the Global Participatory Notes (GPN) are one of the main causes of the generation of black money;
- (b) if so, whether the Ministry will take steps to abolish them, and if so, the time-frame for their abolition; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) There is no specific information to suggest

that Global Participatory Notes (GPN) are one of the main causes of the generation of black money.

- (b) No proposal is under consideration at present for abolition of GPN.
- (c) Does not arise.

Losses incurred by co-operative credit societies

†1464. SHRI ASHK ALI TAK: Will the Minister of FINANCE be pleased to state:

- (a) whether cooperative credit structure is losing relevance since the short term loan being disbursed at concessional rate to the farmers in accordance with the announcements of the Government;
- (b) if so, the details thereof, State-wise;
- (c) whether Government intends to recompensate the loss incurred on disbursement of short term loan at concessional rate to the farmers through short term cooperative credit structure; and
- (d) if so, the amount of loss to be recompensed and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) The cooperative credit structure is playing an important role in extending agriculture credit to farmers. The number of farmers getting credit facility from the Cooperative Banks is increasing over the years. As per the data received from National Bank for Agriculture and Rural Development (NABARD), the details of agricultural loan accounts of Cooperative Banks for the last 6 years are given below:

Year	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Number of Loan Accounts (No. in lakh)	178.18	203.92	242.21	308.97	311.28	321.37

(c) and (d) Losses incurred by the Short Term Cooperative Credit Structure (STCCS) on account of disbursement of short term crop loans at concessional rates have not come to the notice of the Government. In order to provide credit to farmers at affordable interest rates, the Government of India, has since 2006-07, been implementing the Interest

†Original notice of the question was received in Hindi.

Subvention Scheme under which short-term crop loans upto ₹ 3 lakh are made available to the farmers at an interest rate of 7% p.a. by the banks, for which banks (including Cooperative Banks) are given a subvention of 2% by the Government in respect of their own funds. The Cooperative Banks also get short term refinance from the NABARD at the rate of 4.5% to the extent of 50% of ground level credit flow. Thus, in cases where the short term crop loan disbursement by Cooperative Banks is covered by NABARD's refinance, the Cooperative Banks get an interest spread (margin) of 2.5%.

Dividend payouts by PSBs

1465. DR. V. MAITREYAN: Will the Minister of FINANCE be pleased to state:

(a) whether Government has any dividend payout policy for the Public Sector Banks (PSBs) and is there any upper ceiling limit in the dividend payout;

(b) if so, the details thereof and the details of the dividend paid to Government by the PSBs over the last three years, year-wise and Bank-wise; and

(c) the details of the dividend paid to the investors and share-holders by these banks over the last three years, year-wise and bank-wise?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) As per the extant guidelines of the Government, the banks are required to pay a minimum dividend of 20% of their equity (*i.e.* paid up capital) or 20% of their post tax profits, whichever is higher. In case any Bank is not able to pay the minimum dividend as stated above, it is required to seek specific prior permission of the Government at the earliest. Reserve Bank of India guidelines dated 4th May, 2005 on "Declaration of Dividends by Banks", stipulates a maximum payout ratio of 40% according to a matrix based on the Capital to Risk Weighted Assets Ratio (CRAR) for the last three years and the Net Non-Performing Assets (NPA) ratio.

(b) and (c) The details of dividend paid by PSBs to the Government and other share holders during the last three years is given in the Statement.

Statement*Details of dividend payout by banks to Government and other shareholders during last three years.*

Sl. No.	Bank	Dividend Payout to GoI						Dividend Pay-out to Others			Total Dividend								
		2011-12			2012-13			2013-14			2011-12			2012-13			2013-14		
		2011-12	2012-13	2013-14	2011-12	2012-13	2013-14	2011-12	2012-13	2013-14	2011-12	2012-13	2013-14						
1.	Allahabad Bank	165.73	165.73	80.20	134.29	134.29	134.29	134.29	55.95	300.02	300.02	300.02	300.02	136.15					
2.	Andhra Bank	178.52	162.29	39.01	129.25	129.25	117.50	117.50	25.85	307.77	279.79	279.79	279.79	64.86					
3.	Bank of Baroda	379.58	501.84	519.38	319.33	319.33	403.86	403.86	403.87	698.91	905.70	905.70	905.70	923.25					
4.	Bank of India	251.92	382.01	214.19	149.73	149.73	213.90	213.90	106.94	401.65	595.91	595.91	595.91	321.13					
5.	Bank of Maharashtra	158.27	173.58	124.42	27.30	27.30	28.54	28.54	12.41	185.57	202.12	202.12	202.12	136.83					
6.	Canara Bank	330.00	390.00	350.09	157.30	157.30	185.90	185.90	157.30	487.30	575.90	575.90	575.90	507.39					
7.	Central Bank of India	245.12	373.27	0.00	30.69	30.69	38.37	38.37	0.00	275.81	411.64	411.64	411.64	0.00					
8.	Corporation Bank	177.72	173.81	71.62	125.95	125.95	116.73	116.73	41.47	303.67	290.54	290.54	290.54	113.09					
9.	Dena Bank	58.02	90.89	68.63	47.00	47.00	73.64	73.64	42.08	105.02	164.53	164.53	164.53	110.71					
10.	Indian Bank	297.86	263.42	193.76	64.47	64.47	56.73	56.73	40.40	362.33	320.15	320.15	320.15	234.16					
11.	Indian Overseas Bank	249.69	136.39	109.40	108.96	108.96	48.43	48.43	33.13	358.65	184.82	184.82	184.82	142.53					

(₹ in crore)

12.	IDBI Bank Ltd.	263.49	334.55	122.70	125.20	131.93	37.70	388.69	466.48	160.40
13.	Oriental Bank of Commerce	133.68	155.68	134.75	96.81	112.74	93.13	230.49	268.42	227.88
14.	Punjab National Bank	418.61	552.34	213.17	327.58	402.04	148.90	746.19	954.38	362.07
15.	Punjab & Sind Bank	55.61	71.37	67.31	10.23	13.71	11.25	65.84	85.08	78.56
16.	Syndicate Bank	151.35	266.85	231.51	77.39	136.46	112.00	228.74	403.31	343.51
17.	UCO Bank	272.78	251.92	182.59	69.41	37.02	69.41	342.19	288.94	252.00
18.	Union Bank of India	249.92	285.81	161.58	201.07	201.07	100.53	450.99	486.88	262.11
19.	United Bank of India	146.66	132.71	0.00	15.98	13.98	0.00	162.64	146.69	0.00
20.	Vijaya Bank	182.17	170.17	96.78	55.71	55.71	44.58	237.88	225.88	141.36
21.	State Bank of India	1446.38	1768.90	1312.38	902.28	1069.86	927.34	2348.66	2838.76	2239.72
TOTAL		5813.08	6803.53	4293.47	3175.93	3592.41	2464.24	8989.01	10395.94	6757.71

Reimbursement of loss incurred by PACS

1466. SHRI T.K. RANGARAJAN: Will the Minister of FINANCE be pleased to state:

(a) whether there is any statutory condition in MoU signed between NABARD and State Governments for reimbursement of financial loss incurred by Primary Agricultural Cooperative Societies (PACS); and

(b) if so, the details of percentage of fund sharing by NABARD/State Governments and PACS?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRIMATI NIRMALA SITHARAMAN): (a) and (b) No, Sir. There was no statutory condition in the Memorandum of Understanding (MoU) signed between Government of India, National Bank for Agriculture and Rural Development (NABARD) and the State Governments for reimbursement of financial losses incurred by Primary Agricultural Credit Societies (PACS).

The Revival Package provided for financial assistance for cleansing of Balance-sheets of Primary Agricultural Credit Societies (PACS), District Central Cooperative Banks (DCCBs) and State Cooperative Banks (StCBs) as on 31st March, 2004 and strengthening their capital base for attaining capital adequacy of 7% as on 31st March, 2004. However, such financial assistance was contingent upon the State Governments bringing legal reforms encompassing amendment to Cooperative Societies' Act, Rules and Bye laws to strengthen democratic and autonomous functioning and supremacy of the elected Board and institutional reforms to build up proper accounting, monitoring and internal control systems in the cooperative credit institutions with computerization.

Lack of cancer specialists in the country

1467. SHRI S. THANGAVELU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that India's cancer burden is projected to increase to 1.7 million by 2035;

(b) whether it is a fact that mortality will double to 1.2 million a year by 2035;

(c) whether it is also a fact that with only one cancer specialist of every 5000 new cases, the total number of oncologists in India is frighteningly low in proportion to the increasing population of cancer victims; and

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

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) As per Indian Council of Medical Research (ICMR), based upon the data provided by National Cancer Registry Programme, the estimated number of incidence (new cancer cases) for the year 2035 is about 1.9 million (based on the reports on Time Trend in Cancer Incidence Rates 1982-2010 and 2009-2011 Population Based Cancer Registry Reports).

(b) As per the data provided by Indian Council of Medical Research (ICMR), the mortality due to cancer cases is estimated to be 0.8 million for the year 2035. (Based on Cancer incidence cases and Pooled Mortality to Incidence (M/I) ratio of Mumbai data (2009-2011) report).

(c) and (d) There is no central data available to ascertain the quantum of shortage of cancer specialists in the country. However, to increase the number of seats in Super, speciality courses in Medical Oncology, Surgical Oncology and broad speciality course in Radiotherapy, the ratio of number of Post- Graduate (PG) teachers to the number of students to be admitted has been now increased to 1:3 for a Professor subject to a maximum of 6 PG seats per unit per academic year. Human Resource Development is also focus under Pradhan Mantri Swasthya Suraksha Yojna (PMSSY). The National Cancer Institute at Jhajjar and 2nd campus of Chittranjan National Cancer Institute, Kolkata also have a mandate for capacity building. The mandate of State Cancer Institutes (SCI) and Tertiary Care Cancer Centres (TCCC) supported under National Programme for Prevention and Control of Cancer, Diabetes, Cardiovascular Disease and Stroke (NPCDCS) includes enhancing of trained manpower for cancer.

Eradication of measles

1468. SHRI MOHD. ALI KHAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government is working on to eliminate measles by 2020 in association with South East Asian countries; and

(b) if so, the details thereof and the present status thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Yes. The Government is working towards eliminating measles by 2020 along with other South East Asian Regional countries of World Health Organization.

(b) Two doses of measles vaccine have been introduced in the Universal Immunization Programme (UIP) in the year 2010-11. In 14 states/UTs where the evaluated coverage for measles was less than 80%, introduction of two doses of measles vaccine under UIP was preceded by a mass measles vaccination campaign covering children in the age group of 9 months to 10 years and 118 lakh children were vaccinated during these campaign. Laboratory supported measles surveillance has started in the country which is based on the polio surveillance model.

Disposal of bio-medical waste

1469. SHRI BAISHNAB PARIDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government and other hospitals in the capital city, Delhi, lack facilities for disposal of bio-medical waste;

(b) if so, the details thereof;

(c) whether instructions have been issued to all such hospitals to comply with the bio-medical waste disposal norms;

(d) if so, the details thereof; and

(e) the details of the action plan to ensure that all the hospitals in Delhi are made to fall in line with the facilities for bio-medical waste disposal to help control the spread of any kind of afflictions?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Monitoring of implementation of Bio-Medical Waste Management Rules 1998 amended in 2003 is done by State Pollution Control Board and Pollution Control Committee in Union Territory (UT). As per the information provided by the Delhi Pollution Control Committee (DPCC), it is not correct that Government and other hospitals in the capital city, Delhi lack facilities for disposal of bio-medical waste.

(c) and (d) All hospitals have to comply with the provisions of Bio-medical Waste (Management & Handling) Rules, 1998 (BMW Rules) as amended to date.

(e) DPCC has constituted three committees to decide the cases pertaining to the Authorization under BMW Rules and Consent under Air and Water Act. Besides, inspections are undertaken to ensure that the hospitals in Delhi are complying with BMW Rules, 1998. If any violation in the management of BMW Rules is found, during the inspections, action as per BMW Rules/policy is initiated.

Contract workers employed in NRHM

1470. SHRI PARIMAL NATHWANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a large number of workers under National Rural Health Mission (NRHM) are working on contract basis;

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

(c) whether these contractual workers are denied benefits at par with regular employees performing work of same nature; and

(d) if not, the details of benefits including medical facilities provided to these contract workers, especially in Jharkhand?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) The details of workers engaged on contract basis, under National Rural Health Mission (NRHM)-Reproductive and Child Health (RCH) flexible pool as of 31.03.2014, State/Union Territory (UT)-wise is given in the Statement (*See* below).

(c) and (d) As public Health is a State subject, the provision of healthcare services is the primary responsibility of respective State/UT Governments, including engagement of workers. All the administrative and personnel matters, *i.e.* appointments (including engagement on contractual basis), remuneration, other benefits etc. fall within the purview of respective State/UT Governments. However, under National Health Mission (NHM), financial support is provided to States/UTs to strengthen their health systems including support for engagement of health workers on contractual basis. These workers are granted benefits as per their terms of contract with the State/District NRHM set up. In case of the State of Jharkhand, the workers engaged on contract basis under NRHM are granted casual leave, maternity leave, paternity leave and compensatory leave.

Statement**Contractual staff under National Rural Health Mission (NRHM) upto March, 2014**

States/UTs	General Duty Medical Officer (GDMO)	Specialists	AYUSH Doctors	Staff Nurses	Auxiliary Nurse Midwife (ANM)	Para-medics	AYUSH Para-medics	District Programme Manager (DPM)	District Account Manager (DAM)	District Data Manager (DDM)	Block Managers	Block Account-tant	PHC Account-tant	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Bihar	1580	273	1384	1643	9484	414	0	36	35	35	481	485	479	16329
Chhattisgarh	0	9	169	115	402	0	18	26	24	21	132	117	551	1584
Himachal Pradesh	142	21	134	210	150	0	0	0	0	0	17	73	0	747
Jammu and Kashmir	421	52	877	728	1930	1033	368	21	20	20	220	0	0	5690
Jharkhand	21	192	228	509	5185	359	5	24	24	19	145	166	0	6877
Madhya Pradesh	391	101	1067	1317	4460	322	526	37	44	34	234	244	203	8980
Odisha	89	0	2209	1108	979	76	1	29	30	29	296	302	75	5223
Rajasthan	0	17	955	6264	3598	308	401	25	30	32	182	237	493	12542

Uttar Pradesh	386	65	3170	3338	5237	2251	733	73	63	67	601	777	0	16761
Uttarakhand	0	0	398	273	323	0	413	13	13	12	93	94	0	1632
Arunachal Pradesh	52	3	34	200	190	82	0	16	16	21	84	84	84	866
Assam	894	228	604	2806	4878	1625	0	27	27	27	222	149	650	12137
Manipur	12	1	171	240	449	80	59	9	7	7	28	31	68	1162
Meghalaya	24	3	99	173	408	22	20	7	7	7	39	39	108	956
Mizoram	29	1	17	238	450	66	0	9	9	9	0	0	57	885
Nagaland	60	8	62	274	350	0	0	11	11	11	56	54	0	897
Sikkim	43	8	11	61	77	58	6	4	4	4	23	0	0	299
Tripura	0	0	146	0	58	139	33	8	8	8	17	17	83	517
Andhra Pradesh	28	145	350	1787	10678	1622	1584	23	21	23	0	0	0	16261
Goa	3	4	30	37	62	29	24	0	0	2	0	0	5	196
Gujarat	110	85	1385	613	671	1471	0	22	25	17	172	248	1208	6027
Haryana	190	75	407	1765	3351	786	186	20	18	23	0	309	0	7130
Karnataka	82	66	1078	4323	774	128	110	26	30	0	176	175	0	6968

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Kerala	546	116	750	969	759	2426	35	14	14	14	1	21	192	0	5843
Maharashtra	95	1225	2692	2768	5987	1687	85	33	33	33	33	0	349	580	15567
Punjab	100	87	250	1032	1595	46	247	19	21	21	21	0	116	0	3534
Tamil Nadu	1504	70	475	5038	813	213	475	31	42	42	42	385	385	0	9473
West Bengal	343	24	608	0	8147	401	0	17	19	19	19	0	324	0	9902
Andaman and Nicobar Islands	26	13	25	42	81	135	13	3	3	3	0	0	0	0	341
Chandigarh	49	32	18	108	152	36	12	1	1	1	1	0	0	0	410
Dadra and Nagar Haveli	6	15	5	34	36	78	0	1	1	1	1	1	1	6	185
Daman and Diu	11	9	5	41	19	26	0	1	2	2	2	0	0	0	116
Delhi	324	30	0	295	769	443	0	10	10	10	8	0	0	0	1889
Lakshadweep	15	0	12	28	34	91	2	0	0	0	0	0	0	0	182
Puducherry	16	5	39	35	80	93	63	4	4	4	4	0	0	0	343
TOTAL	7592	2983	19864	38412	72616	16546	5419	600	616	616	560	3625	4968	4650	178451

Action plan for NUHM

†1471. SHRI SATYANARAYAN JATIYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of action plan for the 'National Urban Health Mission' (NUHM) and by the time and the manner in which this programme would be implemented, State-wise; and

(b) the measures taken by Government to make NUHM effective in Madhya Pradesh?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) National Urban Health Mission (NUHM) was approved as a submission of the National Health Mission (NHM) by the Cabinet on 1st May, 2013. The States prepare their Programme Implementation Plan which are apprised and approved by the Ministry of Health and Family Welfare. In Financial Year 2013-14 an amount of ₹ 662.227 crore was released to 29 States/UTs, including ₹ 23.36 crore to Madhya Pradesh, for implementation of NUHM. Since the approvals were communicated to the States during the last quarter of 2013-14 and the Model Code of Conduct for the General Elections to the Lok Sabha came into effect on 5th March, 2014, the States and UTs could not implement the activities approved under NUHM during 2013-14. However, the States and UTs are now taking steps to implement NUHM as per the approvals communicated last year and the Ministry is in constant touch with the State Governments and UT Administrations in this regard. NUHM will be implemented through the District Health Societies, except in the seven mega cities, where it will be implemented through the city Urban Health Societies. The States can also decide to implement NUHM through the city Urban Health Societies in other large cities.

NUHM envisages to strengthen the existing primary healthcare facilities and establish new primary health centres based on detailed mapping of the slum and vulnerable population to improve access of the urban poor to quality and equitable primary health care services.

An amount of ₹ 306.81 crore has been released to 14 States including ₹ 34.98 crore to Madhya Pradesh, during the current year to continue the activities sanctioned last year.

Revision of National Health Policy

1472. DR. ANIL KUMAR SAHANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

†Original notice of the question was received in Hindi.

- (a) whether health status of Indians is still a cause for grave concern, especially that of the rural population;
- (b) whether about 75 per cent of health infrastructure, medical man-power and other health resources are concentrated in urban areas where 27 per cent of the population live;
- (c) the details of steps taken to address the problems of rural health both at macro (national and State) and micro (district and regional) levels; and
- (d) whether there is any proposal to revise National Health Policy to address prevailing inequalities, and working towards promoting a long-term perspective plan, mainly for rural health and, if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) The health status of the population especially that of rural population does require improvement. However, the condition of the health services in rural areas of the country has improved after the launch of the National Rural Health Mission.

(b) As per National Sample Survey Organisation (NSSO) 2004-05, the health worker density in rural areas is 11.74 per 10,000 populations while in urban areas, the density is 40.46 per 10,000 population. As per the 2011 National Health Profile, there are 1,60,862 hospital beds in rural areas out of the total 7,84,940 hospital beds available in the country.

(c) Public Health being a State subject, the primary responsibility to provide healthcare facilities lies with the State Governments. To address the healthcare challenges, particularly in rural areas, the National Rural Health Mission (NRHM) was launched in 2005 to supplement the efforts of the State/UT Governments to provide accessible, affordable and quality healthcare. The National Rural Health Mission (NRHM) has now been subsumed under the National Health Mission (NHM) as its Sub-Mission, along with National Urban Health Mission (NUHM) as the other Sub-Mission.

Under NRHM, high focus States that are economically and socially backward and have poor health indices are provided with higher per capita allocation as compared to rest of the States. Further, within the States, to ensure equitable healthcare and to bring about sharper improvements in health outcomes, a systematic effort to effectively address the intra-State disparities in health outcomes has been undertaken. At least 25% of all districts in each State have been identified as "High Priority Districts" based on a composite health index. All tribal districts which are below the State's average of composite health index

have also been included as high priority districts. These districts receive higher per capita funding, enhanced monitoring and focused supportive supervision, and are supported to adopt innovative approaches to address their special healthcare challenges.

Under NHM, financial support is provided to States to strengthen their healthcare systems including support for infrastructure, equipment, human resource and other resources based on the requirements posed by the States in their Programme Implementation Plans. Besides the support for medical human resource, support is also provided for programme managers, finance managers and accountants, data managers etc. for effective programme implementation.

- (d) The Ministry has initiated the process of formulating a new health policy.

Prosecutions under COTPA, 2003

1473. DR. CHANDAN MITRA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of persons found guilty of violating the Cigarette and Other Tobacco Products Act (COTPA), 2003 during the last three years, year-wise and State-wise;

(b) the reasons for very poor enforcement of COTPA and ineffective monitoring at various levels; and

(c) the fresh steps taken by Government to discourage the consumption of cigarettes and other tobacco products by imposing progressive restrictions and to protect nonsmokers from second hand smoke?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) The enforcement of the Cigarette and other Tobacco Products Act (COPTA), 2003 is a State issue and there is no centralized mechanism of data collection. However, the data (for the period from April, 2012 to September, 2013) as received from the various States where the National Tobacco Control Programme (NTCP) is under implementation is given in the Statement (*See below*).

Under the elventh Five year Plan the National Tobacco Control Programme (NTCP) was limited to only 42 districts covering 21 states and some of the important provisions were not implemented due to stay by the court. However, currently almost all the provisions are notified and under implementation. The capacity of the law enforcers has also been built up over a period of time.

(c) A number of steps have been taken by the Government in this regard, which include the following:

- The Twelfth Five Year Plan has approved upscaling the NTCP to cover all the districts and States in a phased manner.
- The law enforcers manual (2013) has been developed and disseminated to the States.
- National Level Public Awareness campaign is a key activity under National Tobacco Control Programme (NTCP) which is aimed at educating people about the adverse health effects of tobacco use. A variety of media like electronic (Government and private Channels and FM/radio), outdoor billboards, bus panels, exterior train wrap-up, newspaper advertisement etc. have been used to reach a wide set of audience.
- Health spots relating to harmful effects of tobacco use are displayed by films and TV Programmes displaying tobacco products or their use, as per the Rules notified under COTPA, 2003.
- Gutkha and other similar food products containing nicotine and tobacco have been prohibited under the Food Safety and Standards (Prohibition and Restrictions on Sales) Regulations, 2011 dated 1st August, 2011, issued under the Food Safety and Standards Act, 2006.
- The Union Minister of Health and Family Welfare has written to all the Chief Ministers to consider adopting a 'Comprehensive Taxation Policy' for all tobacco products so that they are taxed at similar rates and incentive to shift to relatively cheaper tobacco products is minimized. It has also been emphasized that under the policy, the tax rate should be linked to both inflation and changes in household income, so that any tax increase leads to an effective and 'real increase' in the price of tobacco products, making them less affordable over time and thereby reducing consumption and prevalence.
- Further, Secretary, Department of Health and Family Welfare *vide* letter dated 26th June, 2014 has written to Secretary (Revenue) to adopt a 'Comprehensive Tax Policy' for tobacco products in the broader public health interest and with a view to protecting youth and children from getting addicted to tobacco use.
- Regular communications have been sent from various levels for enforcement of COTPA and the Rules framed thereunder. Some of the recent communications are as under:

- (i) *Vide* letter dated 22.08.2013, the Secretary Health and Family Welfare wrote to all the Chief Secretaries and Director General of Police in States/Union Territories to implement the Rules related to Regulation of Advertisements at Points of Sale.
- (ii) *Vide* letter dated 04.06.2014 Additional Secretary, Ministry of Health and Family Welfare, has written to all the Chief Secretaries and Administrators in States /Union Territories to make compliance to COTPA a necessary condition in the licenses being issued to eating house and restaurants.
- (iii) Based upon the request of Ministry of Health and Family Welfare, Secretary Ministry of Home Affairs *vide* letter dated 07.05.2014 has written to the Director General of Police of all the States and Union Territories to make compliance to COTPA a part of the monthly crime review meeting at district level.

Statement

Status of the number of people fined/challaned

(As per information provided by the States for the period April, 2012-September, 2013)

Sl.No.	States	Challaning Mechanism for COTPA	
		Number of People Challaned	Amount Collected (₹)
1	2	3	4
1.	Rajasthan	12,891	13,51,314
2.	Assam	786	87,863
3.	Karnataka	19,030	19,58,724
4.	West Bengal	None	NA
5.	Tamil Nadu	26,081	27,73,750
6.	Uttar Pradesh	156	17,820
7.	Gujarat	7,037	3,80,005
8.	Delhi	6,802	3,07,010
9.	Madhya Pradesh	No Data Shared	12,020
10.	Nagaland	None	NA

1	2	3	4
11.	Tripura	None	NA
12.	Mizoram	599	41,454
13.	Arunachal Pradesh	Nil	NA
14.	Sikkim	89	5,200
15.	Jharkhand	None	NA
16.	Bihar	239	34,650
17.	Uttarakhand	None	NA
18.	Maharashtra	12	1,800
19.	Goa	2,031	2,03,020
20.	Andhra Pradesh	71,705	52,83,948
21.	Odisha	8,758	7,26,949

Status of AIIMS, Jodhpur

†1474. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the time by when the construction of AIIMS at Jodhpur city of Rajasthan would be completed;

(b) whether Government proposes to provide all the facilities at the AIIMS situated at Jodhpur; and

(c) if so, the facilities that have been made available as of now, and the time by when the remaining facilities would be made available?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) All efforts are being made for early completion of different construction contract packages at AIIMS, Jodhpur. Facilities as per approved scope are provided for AIIMS, Jodhpur in a phased manner. The first batch (50 in number) and the second batch (100 in number) of MBBS students were admitted at AIIMS, Jodhpur during 2012-13 and 2013-14 respectively. The first batch of B. Sc. Nursing students (60 in number) have also been admitted at each six new AIIMS during 2013-14. Admission process for admission of next batches of MBBS and B.Sc. Nursing students in the current

†Original notice of the question was received in Hindi.

academic year is in progress. Outdoor Patient Department services are functional at the Institute. Indoor Patient Department services to cater to teaching of MBBS students are also functional at AIIMS, Jodhpur.

Improvement in the healthcare sector for children

1475. SHRI KALPATARU DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether as per Lancet Medical report, every third child dies of pneumonia or diarrhoea in India;
- (b) if so, the details thereof;
- (c) whether India has effected certain improvement in the healthcare sector for children during the last three years;
- (d) if so, the details thereof;
- (e) the action plan to speed up medical care facilities in rural areas to control IMR/MMR; and
- (f) the outlay that has been provided in the current Five Year Plan to address the issue?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) As per a Millennium Death Study, published in Lancet in 2010, 16 per cent of under five child deaths are due to Pneumonia and 14 per cent are due to Diarrhoea.

(c) and (d) Over the last three years, there has been steady decline in under five mortality rates as below:

Year	Under five mortality rate per thousand live births
2010	59
2011	55
2012	52

(e) Under National Health Mission, the following interventions are being implemented to reduce maternal and child mortality.

1. Operationalizing Community Health Centres as First Referral Units (FRUs) and Primary Health Centres (24X7) for round the clock maternal and newborn care services.)

2. Promotion of Institutional Delivery through Janani Suraksha Yojana (JSY) and Janani Shishu Suraksha Karyakram (JSSK): Promoting Institutional delivery to ensure skilled birth attendance is key to reducing both maternal and neo-natal mortality.
3. Strengthening Facility based newborn care: Newborn Care Corners (NBCC) are being set up at all health facilities where deliveries take place; Special New Born Care Units (SNCUs) and New Born Stabilization Units (NBSUs) are also being set up at appropriate facilities for the care of sick newborn including preterm babies.
4. Home Based Newborn Care (HBNC): Home based newborn care through ASHA has been initiated to improve new born practices at the community level and early detection and referral of sick new born babies.
5. Capacity building of healthcare providers: Various trainings are being conducted under National Rural Health Mission (NRHM) to build and upgrade the skills of healthcare providers in essential newborn care, care of sick child with pneumonia, diarrhoea, malnutrition including care of mothers during pregnancy and delivery.
6. Establishment of nutritional rehabilitation centres for management of severe acute malnourished children with medical complications.
7. Introduction of Rashtriya Kishore Swasthya Karyakram (RKSK) to reach adolescent population in their home spaces and introducing peer led intervention at the community level supported by augmentation of facility based services.
8. Introduction of Rashtriya Bal Swasthya Karyakram for (RBSK) for screening of all the children upto eighteen years of age for defects, deficiencies, development delays and specific diseases. The programme also provides early interventions services and management of children needing surgical intervention at tertiary level facilities.
9. Prevention and treatment of Anemia by supplementation with Iron and Folic Acid tablets to adolescent, pregnant and lactating women and children.
10. Strengthening of Universal Immunization Programme (UIP) for reducing vaccine preventable diseases.

11. Name Based Tracking of Pregnant Women and children to ensure complete antenatal, intranatal and postnatal care and immunization services.

(f) The approved outlay for the Twelfth Five Year Plan 2012-17 of RCH flexi pool under National Health Mission is ₹ 35,121.60 crore to reduce the Child and Maternal deaths in the country.

Promotion of AYUSH system of medicines

1476. DR. T.N. SEEMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether private sector in India has been successful in promoting and generating interest and revenue from foreign countries through Ayurveda, Homoeopathy, Naturopathy and Holistic treatment centres;

(b) if so, the details thereof;

(c) whether many countries have shown interest in promoting AYUSH system of medicines and requested Government for help in establishing AYUSH institutions in their countries;

(d) if so, the details thereof; and

(e) the steps taken/proposed by Government to promote AYUSH system of medicines internationally?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Private sector in some States *e.g.* Karnataka and Kerala have been successful in promoting and generating interest and revenue from the foreign countries through Ayurveda, Homoeopathy, Naturopathy and Holistic treatment centres. Further, details of growing export of AYUSH products are given in the Statement (*See below*) also indicates contribution of private sector in global acceptance of AYUSH products.

(c) and (d) Many countries have shown interest in promoting AYUSH systems of medicine, but no request has been received by the Department of AYUSH for establishing AYUSH institutions in foreign countries.

(e) The Department of AYUSH has recently revised its Central Sector Scheme of International Cooperation (IC). Under the scheme, the Department supports different activities for promotion of AYUSH systems of medicine, such as international exchange of experts; organization/ participation in international conferences, seminars, workshops; participation of Indian companies in exhibitions/fairs; offering AYUSH Fellowships/

Scholarships to foreign nationals for pursuing Under Graduate/Post Graduate/Ph.D in AYUSH courses at premier institutions in India. Besides, the Department under the IC Scheme establishes AYUSH information Cells in Indian Embassies/Missions to disseminate authentic information about AYUSH abroad; and sets up AYUSH Academic Chairs at International Institutions/Universities. Information Cells have since been set up at Malaysia, Trinidad and Tobago, Mexico, Indonesia, Mauritius, Russia and Hungary; and AYUSH Chairs at University of Western Cape, South Africa and University of West Indies, Trinidad and Tobago.

Memorandum of Understandings (MoU) are also signed with foreign countries for cooperation in the field of Traditional Systems of Medicines. Till date MoUs have been signed with Malaysia, Trinidad and Tobago and Hungary. A Letter of Intent (LoI) has also been signed with Mexico.

The Department of Commerce promotes AYUSH by related to AYUSH products, medicinal herbs, nutraceuticals and dietary supplements; and by enlarging and diversifying export of identified medicinal plants and herbs through Export Promotion Council, SHEFEXIL etc.

Ministry of Tourism also promotes AYUSH Systems of Medicine through organizing and participating in various wellness and medical tourism events; and by running publicity campaigns and organizing road shows in the overseas market.

Statement

Summary of AYUSH exports

		(₹ in crore)								
Sl. No.	Export Item	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
1.	Raw Herbs (medicinal)	282.02	343.42	448.27	570.2	507.41	512.61	752.87	1077.97	1098.38
2.	Medicaments	248.51	281.28	346.56	591.42	701.44	715.46	873.78	889.93	976.77
3.	Extracts (medicinal)	20.63	31.32	27.23	32.73	70.56	51.72	103.76	199.67	192.35
NET TOTAL		551.16	656.02	822.06	1194.35	1279.41	1279.79	1730.41	2167.57	2267.50

Source: Pharmexcil/ DGCIS

Rise in smoking among women

†1477. SHRI LAL SINH VADODIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether it is a fact that the addiction of smoking among women is on the rise in the country;
- (b) if so, whether Government is contemplating to take any concrete steps to check it; and
- (c) if so, the details thereof and, if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) As per the findings of the Global Adult Tobacco Survey (GATS), conducted by Ministry of Health and Family Welfare (2010), 20.3% of females in the age group of 15 years and above consume tobacco in some form or other. The use of smokeless forms of tobacco is more prevalent (18.4%) among females than smoking forms (2.9%).

A number of steps have been taken by the Government to discourage tobacco use both among males and females, which include the following:

1. The Cigarettes and Other Tobacco Products (Prohibitions of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act,” (COTPA), was enacted in 2003 to regulate consumption, production, supply and distribution of tobacco products, by imposing restrictions on advertisement, promotion and sponsorship of tobacco products; prohibiting smoking in public places; prohibiting sale to and by minors, prohibiting sale within a radius of 100 yards of educational institutions and through mandatory depiction of specified pictorial health warnings on all tobacco product packs.
2. Government of India launched the National Tobacco Control Programme (NTCP) in the year 2007-08, with the aim to (i) create awareness about the harmful effects of tobacco consumption, (ii) reduce the production and supply of tobacco products, (iii) ensure effective implementation of the provisions under “The Cigarettes and Other Tobacco Products (Prohibition of Advertisement and Regulation of Trade and Commerce, Production, Supply and Distribution) Act, 2003” (COTPA) and (iv) help the people quit tobacco use through Tobacco Cessation Centres.

The coverage of National Tobacco Control Programme (NTCP) has been up-scaled from existing 42 districts of 21 States to 53 districts of 29 States in 2013-14 under the umbrella of National Health Mission (NHM).

†Original notice of the question was received in Hindi.

3. National Level Public Awareness campaign is a key activity under National Tobacco Control Programme (NTCP) which is aimed at educating people about the adverse health effects of tobacco use including second hand smoke and on pregnant women. A variety of media like electronic (Government and Private Channels and FM/radio), outdoor billboards, bus panels, exterior train wrap-up, newspaper advertisement etc. have been used to reach a wide set of audience.
4. Health spots relating to harmful effects of tobacco use are displayed by films and TV programmes displaying tobacco products or their use, as per the Rules notified under COTPA, 2003.
5. Gutkha and other similar food products containing nicotine and tobacco have been prohibited under the Food Safety and Standards (Prohibition and Restrictions on Sales) Regulations, 2011 dated 1st August 2011, issued under the Food Safety and Standards Act, 2006.
6. The Union Minister of Health and Family Welfare has written to all the Chief Ministers to consider adopting a 'Comprehensive Taxation Policy' for all tobacco products so that they are taxed at similar rates and incentive to shift to relatively cheaper tobacco products is minimized. It has also been emphasized that under the policy, the tax rate should be linked to both inflation and changes in household income, so that any tax increase leads to an effective and 'real increase' in the price of tobacco products, making them less affordable over time and thereby reducing consumption and prevalence.
7. Further, Secretary, Department of Health and Family Welfare has *vide* letter dated 26th June, 2014 written to Secretary (Revenue) to adopt a 'Comprehensive Tax Policy' for tobacco products in the broader public health interest and with a view to protecting youth and children from getting addicted to tobacco use.

Children with ASD

1478. SHRI RAJKUMAR DHOOT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether it is a fact that there are nearly one and half crore children with Autism Spectrum Disorder (ASD) in the country at present;
- (b) if so, the details thereof; and
- (c) the details of medical and other assistance being provided by the Central and

State Governments to such children?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Data on Autism, which is a neuro developmental disorder, is not maintained on a centralized basis.

(c) Autism is a neuro-developmental disability for which no definite cure or treatment is available. However, with early detection and intervention, it can be managed. Therefore steps have been taken for creating awareness, diagnosis and early intervention.

Under the National Trust Act, 1999, a number of activities are undertaken like caregivers courses, training and public awareness programmes etc. Awareness Programmes are being conducted throughout the country by the registered organizations of the National Trust.

The Rehabilitation Council of India has given accreditation to Centres to run courses for training teachers in the management of people with Autism Spectrum Disorder.

The Government of India has adopted community based care of mentally ill persons under District Mental Health Programme (DMHP). Under DMHP, the State Governments place a mental health team led by a psychiatrist to provide services, training to general healthcare personnel for identification and treatment of common mental illnesses and conduct IEC activities for awareness.

National Trust, under the Ministry of Social Justice and Empowerment, runs several schemes like Samarth (Residential Centre), Niramaya (Health Insurance Scheme), Aspiration (Day Care Centre), Gyan Prabha (Scholarship Scheme), Uddyam Prabha (Interest Subsidy Scheme), Sahyogi (Caregivers Training Scheme), GHARAUNDA etc. all over the country for the welfare of four disabilities *i.e.* Autism, Cerebral Palsy, Mental Retardation and Multiple Disabilities.

Grant to Maharashtra under PMSSY

†1479. SHRI RAMDAS ATHAWALE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Government has received any request from the Maharashtra Government regarding approval of grant to the State Government under the Pradhan Mantri Swasthya Suraksha Yojana (PMSSY);

(b) if so, the details thereof as on date;

†Original notice of the question was received in Hindi.

- (c) the current status of the proposal; and
- (d) by when this proposal is planned to be finalized and the reasons therefor for its delay?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (d) Government of Maharashtra had submitted a proposal for upgradation of Government Medical Colleges under the PMSSY. Central Government has approved upgradation of 4 Government Medical Colleges, viz. Government Medical College, Aurangabad; Government Medical College, Latur; Government Medical College, Akola; and Shri Vasantnao Naik Government Medical College, Yavatmal in the third phase of PMSSY, at an approved cost of ₹ 150 crore (Central contribution—₹ 120 crore and State share—₹ 30 crore) per institute.

Under PMSSY, upgradation in the form of creation of Super Specialty facilities is to be taken up in a phased manner, after preparation of Detailed Project Report (DPR) for each College. The Central Government has approved M/s. HSCC(I) Ltd. (a Central Government Public Sector Enterprise) as Project Management and Supervision Consultant (PMSC) in the case of Government Medical College, Aurangabad and Government Medical College, Latur. The Central Public Works Department has been approved as PMSC for Government Medical College, Akola and Shri Vasantnao Naik Government Medical College, Yavatmal.

Universal health insurance scheme

†1480. SHRI PRABHAT JHA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether it is a fact that only a small segment of population in the country is covered under the health insurance at present;
- (b) if so, the details thereof;
- (c) whether it is a fact that Government is considering to launch a Universal Health Insurance Scheme; and
- (d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) During the year 2012-13, 20.73 crore of people in India were covered under Health Insurance.

- (b) During 2012-13, the number covered under Group Health Insurance Schemes

†Original notice of the question was received in Hindi.

(other than Government Schemes) was 3.43 crore and number covered under Individual and Family floater schemes was 2.36 crore. As per Insurance Regulatory and Development Authority (IRDA), the balance 14.94 crore of the 20.73 crore is covered under Government schemes including Rashtriya Swasthya Bima Yojana (RSBY).

(c) There is no such proposal at this stage.

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

Promotion of organ donation

1481. SHRI BAISHNAB PARIDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether organ donation is proposed to be encouraged to help make its easy availability to the needy especially the poor strata of society;

(b) if so, the details thereof;

(c) whether it is proposed to offer certain incentives to such donors to help meet its shortage;

(d) if so, the details thereof;

(e) whether there is a shortage of blood in the blood banks in the Delhi region; and

(f) if so, the action plan to boost its availability to the needy persons to help control untimely deaths as a result thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Health being a State subject, the States should undertake organ donation activities to help make its easy availability to the needy, following their waitlist criteria.

As provided under the Transplantation of Human Organs and Tissues Act, 1994 (as amended in 2011), Government has already initiated steps to set up National Human Organs and Tissues Removal and Storage Network which will have a dedicated website (www.notto.nic.in) for procurement of organs from donors after their certification as brain-stem dead and their allocation and distribution in a transparent manner to the patients requiring organ transplantation and in the waiting list.

(c) and (d) No Sir.

(e) and (f) As per the information provided by Department of AIDS Control, there is no shortage of blood in NCT of Delhi.

AIIMS-like institutes in the States

1482. SHRI SANJAY RAUT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Ministry has decided to build AIIMS-like national hospitals in various States and written to State Governments to finalize land for construction of All India Institute of Medical Sciences (AIIMS) like institutes;

(b) if so, the details thereof and the details of conditions and guidelines which have been issued to the State Governments in this regard; and

(c) how many State Governments have responded so far and Government's response thereto?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) The Central Government has plans to set up AIIMS in each State in a phased manner under Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) with the objective of correcting regional imbalances in the availability of affordable/reliable tertiary health care services and also for augmenting facilities for quality medical education in the country. Four new AIIMS, one each in Andhra Pradesh, West Bengal, Vidharba in Maharashtra and Poorvanchal in Uttar Pradesh are under consideration. The Ministry has requested Chief Ministers of various States to identify appropriate locations for setting up of AIIMS. The State concerned has to provide, free of cost land measuring 200 acres and other required infrastructure such as suitable road connection, sufficient water supply, electricity connection of required load and regulatory/statutory clearances. Cost of construction and running of the new AIIMS would be met by the Central Government under PMSSY. After receipt of communication from the State, the identified locations are to be inspected by Central Teams before finalization of location.

(c) Governments of Andhra Pradesh and Himachal Pradesh have responded so far. These responses are being examined in the Ministry of Health and Family Welfare.

New diagnostic test for TB in children

1483. DR. K.P. RAMALINGAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a new test promises better diagnosis of Tuberculosis (T.B.) in children;

(b) if so, the details thereof;

(c) whether it is also a fact that Government is considering to popularise this test in all Government hospitals in the country; and

- (d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (d) In order to simplify the management of pediatric TB, Revised National Tuberculosis Control Programme (RNTCP), has described criteria for suspecting TB among children and has separate algorithms for diagnosing pulmonary TB and peripheral TB lymphadenitis.

Under the Revised National Tuberculosis Control Programme (RNTCP), diagnosis of T.B. among children is currently based on clinical features, smear examination of sputum where this is available, positive family history, tuberculin skin testing, chest radiography and histopathological examination, as appropriate. Diagnosis of pediatric TB through newer diagnostic RNTCP approved technologies like the Cartridge Based Nucleic Acid Amplification Test (CBNAAT), is also being used under the Revised National Tuberculosis Control Programme.

Measures for checking vector-borne diseases

†1484. SHRI DARSHAN SINGH YADAV: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether it is a fact that Dengue, Chikungunya, Malaria and Encephalitis have emerged as a big challenge to our country;
- (b) if so, the average number of persons who die due to these diseases every year; and
- (c) the necessary measures being taken by Government to have a complete check over these diseases?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) The incidence and transmission of Vector-Borne Diseases are due to numerous ecological, biological and other factors including rapid and unplanned urbanization, water storage practices, insanitation, vegetation rainfall related issues etc. The number of reported deaths during the last three years from Dengue, Malaria and Japanese Encephalitis/Acute Encephalitis Syndrome (JE/AES) are given in the Statement (*See below*). No deaths are directly attributable to Chikungunya.

(c) Health is a State subject. However, Government of India supplements the efforts of State Governments by providing technical assistance by way of guidelines, training, additional human resources and guidance during field visits. In addition, Government also provides commodities like DDT, diagnostic kits, drugs, etc.

†Original notice of the question was received in Hindi.

The measures taken by Government of India include the following:

Dengue/Chikungunya:

GOI has taken the following steps for prevention and control of Dengue and Chikungunya in the country:

- Developed a Long Term Action Plan and sent to the States for implementation in January, 2007.
- National guidelines for clinical management of cases have been sent to the States for circulation in all hospitals.
- For augmenting diagnostic facilities numbers of Sentinel Surveillance Hospitals (SSHs) with laboratory support has been increased to 394 across the country from 110 and linked with 14 Apex Referral laboratories with advanced diagnostic facilities for back up support for Dengue and Chikungunya across the country.
- Test kits are provided to these institutes through National Institute of Virology, Pune free of cost. During current year (till 30.6.14), a total of 930 dengue diagnostic kits (1 Kit=96 tests) and 269 Chikungunya diagnostic kits (1 Kit=96 tests) have been provided by Centre to SSHs.

Malaria:

For effective control of malaria the following steps are taken:-

1. Continuous surveillance for detecting cases and providing radical treatment to positive cases at all level including at community level through ASHAs.
2. Vector control by carrying out indoor residual spray and distribution of LLIN in high endemic areas.
3. Community mobilization and inter-sectoral coordination for enlisting their participation.
4. Monitoring of situation through IDSP for detection of impending outbreak.
5. Rapid response team at district level for immediate response in epidemic situation.

JE/AES:

In view of high burden of JE/AES in 5 States, namely Assam, Bihar, Tamil Nadu, Uttar Pradesh and West Bengal which contributes around 85% of JE/AES burden in the

country, a National Programme with a multi pronged strategy for prevention and control of JE/AES in 60 high endemic districts of these 5 States has been started in 2012-13 involving following Ministries /Departments:

- (i) Ministry of Health and Family Welfare
- (ii) Ministry of Drinking Water and Sanitation
- (iii) Ministry of Women and Child Development
- (iv) Ministry of Social Justice and Empowerment
- (v) Ministry of Rural Development
- (vi) Ministry of Housing and Urban Poverty Alleviation.

The following measures are part of the national programme for prevention and control of JE/AES :

- (i) Strengthening and expansion of JE vaccination in affected districts;
- (ii) Strengthening of surveillance, vector control;
- (iii) Strengthening of case management by setting 10 bedded pediatric ICU in 60 district hospitals and timely referral of serious and complicated cases;
- (iv) Access to safe drinking water and proper sanitation facilities to the target population in affected rural and urban areas;
- (v) Provision of adequate facilities for physical, medical, neurological and social rehabilitation;
- (vi) Improvement of nutritional status of children at risk of JE/AES
- (vii) Intensified IEC/BCC activities.

Statement

The number of reported deaths due to Dengue, Malaria and JE/AES during the last three years across the country

Year	Dengue	Malaria	JE/AES
2011	169	754	1169
2012	242	519	1256
2013	193	440	1273

CGHS dispensary at Shimla, Himachal Pradesh

†1485. SHRIMATI BIMLA KASHYAP SOOD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that in the Shimla district of Himachal Pradesh during 2012-13 opening of a dispensary, under Central Government Health Scheme (CGHS), was sanctioned;

(b) if so, whether the dispensary has started functioning and the name of the place where it has been opened in Shimla; and

(c) whether all the facilities are available at the dispensary and the complete details of the number of doctors working there?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) No Wellness Centre, under Central Government Health Scheme has yet been sanctioned in Shimla, Himachal Pradesh.

Treatment of poor at AIIMS, New Delhi

†1486. SHRIMATI KANAK LATA SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of poor patients who were provided financial aid by the All India Institute of Medical Sciences (AIIMS), New Delhi for their treatment during the last five years;

(b) the amount of funds provided by the Ministry and other sources to AIIMS for the treatment of the poor patients during this period and whether these funds have been diverted to some other Heads;

(c) if so, the details thereof; and

(d) whether it is a fact that the case of negligence on the part of AIIMS to provide financial aid for the treatment of poor patients has come to the light?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Number of poor patients who were provided financial aid by All India Institute of Medical Sciences (AIIMS), New Delhi after receiving the financial aid from various agencies during the last five years is given below:-

†Original notice of the question was received in Hindi.

Sl. No.	Year	No. of patients given financial aid
1.	2009-10	1245
2.	2010-11	1466
3.	2011-12	1252
4.	2012-13	1481
5.	2013-14	1563

(b) and (c) The details of the funds provided by the Ministry and other sources to AIIMS, New Delhi for the treatment of the poor patients during the last five years are as under: -

Sl. No.	Source of Financial Aid	Year-wise amount received from Funding agencies (in ₹)				
		2009-10	2010-11	2011-12	2012-13	2013-14
1.	Ministry of Health and Family Welfare (National Illness Assistance Fund)	77487806	79574350	83001196	83045779	120418251
2.	Prime Minister Office (Prime Minister Relief Fund)	33981773	26040229	37212564	66084735	75039060
3.	Chief Minister Relief Fund (Chief Minister of Bihar, Rajasthan, UP etc.)	9400180	4727400	1413000	2899000	4858000
4.	Discretionary Grant	75000	225000	190000	175000	400000
5.	President Fund	690000	830000	375000	120000	1402000
6.	Funds from Private Trusts	252000	279400	217000	126035	441750

Further, these funds have not been diverted to any other head.

(d) There has been no case of negligence on the part of AIIMS, New Delhi.

CGHS facilities in Himachal Pradesh

1487. SHRI P. BHATTACHARYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government had provided CGHS facilities to the serving as well as retired Central Government employees in various States of the country;

(b) whether it is also a fact that in Himachal Pradesh such a facility has not been provided to the Central Government employees and pensioners;

(c) if so, whether Government will extend such facilities in the State for the welfare of Central Government employees and pensioners in CGHS recognized hospitals also in Himachal Pradesh;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Yes.

(c) to (e) The proposal is already under consideration, in consultation with Ministry of Finance, to open one CGHS dispensary in the Capital city of few States, including Shimla in Himachal Pradesh.

Funds allocated to Rajasthan under JSY

†1488. SHRI ASHK ALI TAK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the funds allocated to Rajasthan by the Central Government under Janani Suraksha Yojana (JSY) during the year 2013-14; and

(b) the reduction in the percentage of Infant Mortality Rate (IMR) in the State due to implementation of this scheme?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) An amount of ₹ 217.11 Crore has been allocated to Rajasthan

†Original notice of the question was received in Hindi.

by the Central Government under Janani Suraksha Yojana (JSY) during the year 2013-14.

(b) The Infant Mortality Rate (IMR) of Rajasthan has declined by 27.94% from 68 in 2005 to 49 in 2012 as per the Sample Registration System (SRS) reports.

Opening of metro blood banks

†1489. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government is planning to open metro blood banks in all major and metro cities in the country;

(b) whether any steps would be taken open safe blood banks in each district in the country;

(c) if so, the details thereof;

(d) whether at present the number of blood banks in the country is quite low; and

(e) if so, the number of blood banks in the country at present, State-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Government is planning to set up four centres of excellence in Transfusion Medicine in Chennai, Mumbai, Delhi and Kolkata under a central sector project called Metro Blood Bank Project.

(b) Blood Banks exist in all districts except list given in Statement-I (*See below*).

(c) Communication have been sent to States to set up blood banks in districts without blood banks. Instructions have also been issued to make blood storage centres functional and provide linkage to existing blood banks in vicinity to cater to blood needs.

(d) No.

(e) The number of blood banks listed is given in Statement-II.

†Original notice of the question was received in Hindi.

Statement-I*Details of districts where no blood banks facility exist*

Sl. No.	State	District	Status of blood bank
1.	Uttar Pradesh	1. Amethi 2. Hapur 3. Shamli 4. Sambhal 5. Kanpur Dehat	No Blood Banks
2.	Chhattisgarh	6. Baloda Bazar 7. Gariya Band 8. Sukuma 9. Balod 10. Venetra 11. Narayanpur 12. Konda Gaon 13. Surajpur 14. Balrampur	No Blood Banks
3.	Jharkhand	15. Ramgarh 16. Khunti	No Blood Banks
4.	Uttarakhand	17. Borari	No Blood Banks
5.	Madhya Pradesh	18. Ashok Nagar 19. Anup Pur	
6.	Karnataka	20. Chikkaballapur	No Blood Banks
7.	Arunachal Pradesh	21. West Kameng 22. Kurun Kumey 23. Dibang Valley 24. Anjaw 25. Tirap	No Blood Banks

Sl. No.	State	District	Status of blood bank
8.	Assam	26. Baksa	No Blood Banks
		27. Udalguri	
		28. Chirang	
		29. Kamrup (R)	
9.	Manipur	30. Thoubal	No Blood Banks
		31. Senapati	
		32. Bishnupur	
		33. Ukhrul	
		34. Chandel	
		35. Tamenglong	
10.	Meghalaya	36. West Khasi Hills	No Blood Banks
		37. Kaintia Hills	
		38. Ri-Bhoi	
		39. East Garo Hills	
		40. South Garo Hills	
11.	Nagaland	41. Peren	No Blood Banks
		42. Kiphire	
		43. Longlen	
12.	Sikkim	44. North Sikkim	No Blood Banks
		45. West Sikkim	
13.	Tripura	46. Sipahijala	No Blood Banks
		47. Khowai	
		48. South Tripura	

Statement-II*State-wise number of blood banks in the country*

Sl. No.	Name of the State/ Union Territory	Total No. of Licensed Blood Banks*	Total No. of Department of AIDS Control supported blood banks in the country (2013-14)
1	2	3	4
1.	Andaman and Nicobar Islands	3	1
2.	Andhra Pradesh	286	112
3.	Arunachal Pradesh	7	8
4.	Assam	66	26
5.	Bihar	67	39
6.	Chandigarh	4	4
7.	Chhattisgarh	45	16
8.	Dadra and Nagar Haveli	1	1
9.	Daman and Diu	1	1
10.	Delhi	63	21
11.	Goa	4	3
12.	Gujarat	152	84
13.	Haryana	65	21
14.	Himachal Pradesh	20	15
15.	Jammu and Kashmir	26	22
16.	Jharkhand	45	24
17.	Karnataka	170	66
18.	Kerala	171	45
19.	Madhya Pradesh	132	61
20.	Maharashtra	289	109

1	2	3	4
21.	Manipur	4	3
22.	Meghalaya	6	5
23.	Mizoram	10	10
24.	Nagaland	5	8
25.	Odisha	83	61
26.	Puducherry	13	5
27.	Punjab	99	45
28.	Rajasthan	88	49
29.	Sikkim	3	2
30.	Tamil Nadu	277	94
31.	Tripura	7	6
32.	Uttarakhand	23	19
33.	Uttar Pradesh	201	89
34.	West Bengal	109	62
TOTAL		2545	1137

*List as per Drug Controller General (India)

Practice by NRI doctors in the country

1490. SHRI KALPATARU DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether it is proposed to allow NRI doctors to practice in India;
- (b) if so, the details thereof;
- (c) whether the Indian Medical Association has opposed this move;
- (d) whether this relaxation is confined to the Indian doctors practising or trained abroad;
- (e) if so, the details thereof; and
- (f) the details of action plan to test the efficacy of such doctors in medicines and treatment of the patients in India before such a permission is granted to them?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Indian citizen including Non-Resident Indians (NRIs) are entitled to practice in India under the provision of sections 15 and 27 of the Indian Medical Council (IMC) Act, 1956, However, the foreign nationals are allowed to practice as per provisions contained in section 14 of Indian Medical Council (IMC) Act, 1956, according to which a person possessing qualification in any country outside India, which is recognized in that country and registerable, is entitled to obtain temporary registration for practice in the institution to which he is attached for the time being for the purpose of teaching, research or charitable work.

(c) No such information is available with the Ministry of Health and Family Welfare.

(d) to (f) In view to reply to (a) above, question does not arise.

Quality assessment of AYUSH facilities

1491. DR. T.N. SEEMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government has assessed the quality of infrastructure, presence of human resource, supply of medicines and records among both standalone and collocated AYUSH facilities in the country;

(b) if so, the details along with the outcome thereof;

(c) the measures being taken by Government to encourage and promote research in AYUSH system of medicines;

(d) the number of proposals received from the States/UTs including Kerala and Lakshadweep to set up more number of AYUSH colleges, hospitals, dispensaries and research institutes during the last three years and the current year; and

(e) the action taken/proposed by Government, State/UT-wise?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Yes.

(b) Centrally Sponsored Scheme for Development of AYUSH Hospitals and Dispensaries through which Department provide Grant-in Aid to the States/UTs for Standalone and co-located AYUSH facilities was subjected to independent evaluation during 2013 which reported that the service provision has been enhanced in the States where survey has been carried out. The details alongwith outcomes are given in Statement-I (*See below*).

Mainstreaming of AYUSH through co-location was one of the terms of reference in the annual Common Review Mission under National Rural Health Mission (NRHM). The major findings of the 6th Common Review Mission (CRM) are given in Statement-II.

(c) Five Research Councils *viz.* Central Council for Research in Ayurvedic Sciences (CCRAS), Central Council for Research in Unani Medicine (CCRUM), Central Council for Research in Homoeopathy (CCRH), Central Council for Research in Siddha (CCRS) and Central Council for Research in Yoga and Naturopathy (CCRYN) have been established under the Department to undertake, formulate, coordinate & promote research in the field of respective system of medicine. These Councils are undertaking the state of art research through their total 84 institutes/Units located in different parts of country. Apart from Intra Mural Research Conducted by these Councils, the Department provides Grant-in-aid to reputed organizations to conduct research under the scheme, namely Extra Mural Research. The research activity includes clinical research, survey, collection and cultivation of Medicinal plants, drug standardization, drug proving, validation of drug and therapies, documentation and publication etc.

(d) and (e) Details of proposals under the Centrally Sponsored Scheme for Development of AYUSH Institutions for setting up of new AYUSH colleges is given in Statement – III (*See* below). Further, it may be mentioned that no proposal were received from Kerala and Lakshadweep during the period under consideration.

Under the component of 50/10 bedded integrated AYUSH Hospital of Centrally Sponsored Scheme for Development of AYUSH Hospitals and Dispensaries, Department of AYUSH provided Grant-in-Aid to North Eastern States and Hilly States of Himachal Pradesh, Uttarakhand and Jammu and Kashmir to setup new integrated AYUSH Hospitals as per the details given in Statement-IV (*See* below).

No eligible proposal as per scheme guidelines from States / UTs, which have liquidated all their pending UCs due for rendition, is pending with the Government.

For opening of research institutes, no request has been received from States/UTs in last three and current years.

Statement – I

Independent Evaluation of Centrally Sponsored Scheme for Development of AYUSH

Hospitals and Dispensaries

The main purpose of independent evaluation was to evaluate “The Centrally Sponsored Scheme for Development of AYUSH Hospitals and Dispensaries and

mainstreaming of AYUSH under NRHM” in qualitative and quantitative terms and bring out the impact of the Scheme in achieving its stated objectives, the efficiency and effectiveness. As per the report, sampling was performed for 1381 units (5% of the total 27140 projects) of different components of Centrally Sponsored Scheme for development of AYUSH Hospitals and Dispensaries including co-located units and Standalone AYUSH Hospitals and Dispensaries for which Grant-in-Aid was provided to the States/UTs. The projects were selected for the study in all the States/UTs across the country where Grant-in-Aid was provided by Department of AYUSH. Major outcomes of independent evaluation are as follows:

- (i) Under Co-location of AYUSH OPD at PHCs, 41.18% of facilities selected for study constructed new OPDs for AYUSH and another 41.17% of facilities altered the existing OPDs with financial assistance provided out of the scheme.
 - (ii) One third (33.33%) of the CHCs surveyed altered the existing IPDs for AYUSH.
 - (iii) District Hospitals having AYUSH wings have to share facilities with Allopathy Department. Cross referral system was more or less observed between AYUSH practitioners and allopathic practitioners as a general practice of referring.
 - (iv) There is a shortage of staff like AYUSH pharmacists and supporting staff.
 - (v) The average number of daily patients for AYUSH OPD in PHCs is 66, for AYUSH facilities in CHCs is 56, and for AYUSH wings in District Hospitals is 37 and for AYUSH Hospitals and Dispensaries is 42.
 - (vi) Only 12.28% of the AYUSH dispensaries surveyed never stay out of stock of essential medicines. Remaining dispensaries often stay out of stock of essential medicines.
 - (vii) The study recommended increase in grant for medicines and regular and increased supply as per the demand and provide medicines during the time of epidemics.
 - (viii) Most dispensaries needed infrastructure like buildings, toilets, compound wall, furniture like almirah, racks for keeping medicines, equipments (examination table, B.P. apparatus, microscope etc.).
 - (ix) The study also recommended for improvement in monitoring mechanism.
 - (x) Majority of PHCs, CHCs, DHs and Dispensaries having the system of record keeping of patients and also send patients records to higher authorities.
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Statement – II*The 6th Common Review Mission (CRM) of National Rural Health Mission (NRHM)*

The Common Review Mission is an annual review of programmes under National Rural Health Mission (NRHM) covering whole range of activities, including both outcomes as well as processes. It is conducted in the states by multi-disciplinary teams of Public Health Experts down from Government functionaries, civil society organizations and development partners. The Mainstreaming of AYUSH is one of the terms of references of the Common Review Mission. The reviews showed that Co-location of AYUSH facilities at Primary Health Centres (PHCs), Community Health Centres (CHCs) and District Hospitals (DHs) as strategy has helped to improve utilization of public health facilities and give users a greater choice among systems.

The co-location is in place in all States except Kerala and most States have reported adequacy of AYUSH services. One improvement as observed in previous year's CRM is the substantial increase of AYUSH doctors and improved functionality. Community demand for AYUSH services has been reported from Odisha, Manipur, Delhi, Kerala and Tamil Nadu. The AYUSH doctors are involved in School Health Programmes, Mobile Medical Units (MMU) activities and are also members of Rogi Kalyan Samiti (RKS) committees in the State of Tamil Nadu. In Chhattisgarh and Manipur, most of the PHCs have AYUSH MOs posted. In Delhi AYUSH services are well accepted and some doctors conduct deliveries also. In Kerala, AYUSH systems have good acceptance and are functioning in parallel to regular system. In Odisha AYUSH OPD is substantial in the co-located facilities and units. AYUSH MOs play an active role in monitoring Village Health and Nutrition Days (VHNDs), immunization sessions and participating in School Health teams. In Tripura, mainstreaming of AYUSH is strong. In Rajasthan AYUSH doctors deployed under NRHM have conducted 15331 normal deliveries (April to September, 2012) The Lack of AYUSH medicines limits the services provided especially in the States of Assam, Bihar, Madhya Pradesh, Uttar Pradesh and West Bengal, while in States like Manipur, the drug supply was adequate. They are providing their services in National Health Programmes under NRHM.

Statement-III

Proposals received and considered for release of Grants-in-aid under the Centrally Sponsored Scheme of Development of AYUSH Institution

Sl. No.	Proposals received from	Name of Component	F.Y. 2011-12		F.Y. 2012-13		F.Y. 2013-14		F.Y. 2014-15	
			Proposal received (₹ in crore)	Amount released (₹ in crore)	Proposal received	Amount released	Proposal received	Amount released	Proposal received	Amount released
1.	Jharkhand	Setting up of new	10.00	5.26	-	-	20.00	Nil	-	-
2.	Karnataka	AYUSH	9.63	3.00	-	-	-	-	-	-
3.	Rajasthan	Institutions/	9.43	3.50	-	-	-	-	-	-
4.	Uttarakhand	Colleges	7.00	3.00	-	-	-	-	20.00	Nil
5.	Punjab	under 50-50	3.96	3.01	-	-	-	-	-	-
6.	Assam	matching share	-	-	-	-	-	-	10.00	Nil
7.	West Bengal	component of the Scheme	-	-	-	-	-	-	10.00	Nil

Statement-IV**1. State-wise list of Financial Assistance provided for setting up of 50 Bedded integrated AYUSH Hospitals**

Sl.No State	District	Sanction Letter No. and Date	Year of Sanction	Sanctioned Amount	Released Amount
1. Tripura	Kailashahar, Unakoti District	R.14012/31/2010- H & D Cell dt. 26.12.2011	2011-12	₹ 900.00 lakhs	₹ 650.25 lakhs
2. Mizoram	Thenzawl	R.14012/29/2010- H & D Cell dt. 18/11/2011	2011-12	₹ 900.00 lakhs	₹ 765.00 lakhs
3. Himachal Pradesh	Hamirpur	R.14012/23/2011- H & D Cell dt. 23.12.2011	2011-12	₹ 900.00 lakhs	₹ 650.25 lakhs
4. Manipur	Lamphel, Sanakeithel	R. 14012/33/2010- H & D Cell dt. 26.12.2011	2011-12	₹ 900.00 lakhs	₹ 765.00 lakhs
5. Jammu and Kashmir	Harwan, Srinagar	R.14012/12/2011- H and D Cell dt. 27.12.2011	2011-12	₹ 900.00 lakhs	₹ 765.00 lakhs
6. Uttarakhand	Haldwani, Nanital District	R.14012/30/2011-12 H & D Cell dt. 19.03.2012	2011-12	₹ 637.50 lakhs	₹ 318.75 lakhs

2. *State-wise list of Financial Assistance provided for setting up of 10 Bedded integrated AYUSH Hospitals*

Sl.No. State	District	Sanction Letter No. & Date	Year of Sanction	Sanctioned Amount	Released Amount
1. Assam	Mandakata	R. 14012/32/2010- H & D Cell dt. 26.12.2011	2011-12	₹ 301.00 lakhs	₹ 255.85 lakhs
2. Arunachal Pradesh	General Hospital Pasighat, East Siang	R.14012/31/2011- 12- H & D Cell dt. 24.03.2012	2011-12	₹ 254.00 lakhs	₹ 215.90 lakhs
3. Meghalaya	Bhoirymbong in Ri-Bhoi	R. 14012/30/2010- H & D Cell dt. 24.03.2012	2011-12	₹ 254.00 lakhs	₹ 215.90 lakhs
4. Nagaland	Dimapur	R.14012/35/2011- 12- H & D Cell dt. 29.03.2012	2011-12	₹ 254.00 lakhs	₹ 215.90 lakhs
5. Sikkim	Sichey Sochyangan, Gangtok, East Sikkim	R.14012/41/2010- H & D Cell dt. 28.12.2011	2011-12	₹ 301.00 lakhs	₹ 217.47 lakhs

Approval for additional MBBS seats

1492. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Cabinet has approved for additional 10,000 MBBS seats in various medical colleges in the country;

(b) if so, the details of additional seats approved for medical colleges in Andhra Pradesh and Telangana, college-wise; and

(c) the reasons that it wants to spread this over a five-year period instead of two to three years period?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) On the recommendation of Medical Council of India, MBBS seats in medical colleges are permitted by Ministry of Health and Family Welfare under IMC Act, 1956 and Regulation made there under. There is a Centrally Sponsored Scheme for "Up-gradation of exiting State Government/Central Government medical colleges to increase MBBS seats in the country". Under this scheme, Ministry of Health and Family Welfare has written to State Government/UT Administrations having Medical College(s) requesting for proposals for increase of MBBS seats. No proposals from the states of Andhra Pradesh and Telangana have been received.

(c) Under the scheme, funds are allocated for development of infrastructure and purchase of equipment. Since infrastructure development requires time to complete, therefore, the scheme is spread over a time span of five years instead of 2-3 years.

Rural health infrastructure

1493. DR. KANWAR DEEP SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the manner in which the new Government plans to improve the rural health infrastructure in the country;

(b) the names of States those still lack primary health centres (PHCs), community health centres (CHCs) etc., the details thereof district-wise; and

(c) the details of the shortfall of PHCs, CHCs, sub-centres, health workers and specialist doctors in the villages of West Bengal?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Public Health being a State subject, the primary responsibility to improve

the rural health infrastructure in the country lies with State Governments. However, under National Health Mission (NHM), financial support is provided to States/UTs for strengthening of their health care systems including for improving the health infrastructure in the country. This assistance under NHM is provided based on the requirements posed by State/UTs in their Programme Implementation Plan (PIPs).

(b) The State/UT wise details regarding the shortfall of primary health centres (PHCs), community health centres (CHCs) as on 31st March, 2013 as per Rural Health Statistics (RHS) Bulletin, 2013 is given in Statement (*See below*). Public health being a State subject, the district wise data regarding the shortfall of PHCs and CHCs is not maintained in this Ministry.

(c) As per Rural Health Statistics (RHS) Bulletin, 2013, there is a shortfall of 2727 sub-centres, 1244 PHCs, 191 CHCs in the State of West Bengal. There is no shortfall of Health Worker (Female)/ANM at sub centres & PHCs in the State of West Bengal. However, there is a shortfall of 326 specialist doctors at CHCs.

Statement

State/UT-wise details regarding shortfall in health infrastructure as per 2011 population in India (As on 31st March, 2013)

Sl.No.	State/UT	PHCs			CHCs		
		R	P	S	R	P	S
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1965	1709	256	491	292	199
2.	Arunachal Pradesh	48	97	*	12	54	*
3.	Assam	954	978	*	238	110	128
4.	Bihar	3099	1883	1216	774	70	704
5.	Chhattisgarh	774	783	*	193	157	36
6.	Goa	19	21	*	4	4	0
7.	Gujarat	1290	1158	132	322	318	4
8.	Haryana	550	452	98	137	110	27
9.	Himachal Pradesh	212	474	*	53	78	*
10.	Jammu and Kashmir	327	637	*	81	84	*

1	2	3	4	5	6	7	8
11.	Jharkhand	966	330	636	241	188	53
12.	Karnataka	1306	2350	*	326	188	138
13.	Kerala	589	820	*	147	220	*
14.	Madhya Pradesh	1989	1156	833	497	333	164
15.	Maharashtra	2201	1811	390	550	361	189
16.	Manipur	80	85	*	20	17	3
17.	Meghalaya	114	108	6	28	27	1
18.	Mizoram	25	57	*	6	9	*
19.	Nagaland	68	126	*	17	21	*
20.	Odisha	1315	1305	10	328	377	*
21.	Punjab	578	436	142	144	142	2
22.	Rajasthan	1861	1610	251	465	431	34
23.	Sikkim	18	24	*	4	2	2
24.	Tamil Nadu	1251	1229	22	312	385	*
25.	Tripura	109	83	26	27	18	9
26.	Uttarakhand	238	257	*	59	55	4
27.	Uttar Pradesh	5194	3496	1698	1298	773	525
28.	West Bengal	2153	909	1244	538	347	191
29.	Andaman and Nicobar Islands	8	22	*	2	4	*
30.	Chandigarh	0	0	0	0	2	*
31.	Dadra and Nagar Haveli	8	6	2	2	1	1
32.	Daman and Diu	2	3	*	0	2	*
33.	Delhi	13	5	8	3	0	3

1	2	3	4	5	6	7	8
34.	Lakshadweep	0	4	*	0	3	*
35.	Puducherry	13	24	*	3	4	*
INDIA		29337	24448	6970	7322	5187	2417

Note: The requirement is calculated using the prescribed norms on the basis of rural population from Census, 2011. All India shortfall is derived by adding State-wise figures of shortfall ignoring the existing surplus in some of the States.

R: Required; P: In Position; S: Shortfall; *: Surplus

Improvement of facilities in public hospitals

1494. SHRI RITABRATA BANERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether majority of healthcare is provided by the private sector;
- (b) whether the share of healthcare in overall Gross Domestic Product is a meagre one per cent; and
- (c) if so, by when Government intends to improve facilities in public hospitals by providing better remuneration to doctors and nurses?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) India's health care system consists of a mix of public and private sector providers of health services. There is an extensive private health care sector covering entire spectrum from individual doctors and their clinics to general hospitals and super specialty hospitals.

(b) As per Economic Survey 2013-14, the expenditure by Government (Central and State Governments combined) on health as percentage of GDP for 2013-14(BE) was 1.4%

(c) Remuneration to doctors and nurses constitutes only one among the many other components of health care expenditure. There is no direct one to one correlation between improvement in facilities in public hospitals and better remuneration to doctors and nurses.

CGHS empanelled hospitals without fire safety NOC

†1495. SHRI JUGUL KISHORE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

†Original notice of the question was received in Hindi.

- (a) whether there are CGHS empanelled hospitals in Lucknow which do not have NOC for fire safety from the Water Department;
- (b) if so, whether this is in violation of orders of Hon'ble Supreme Court; and
- (c) if so, whether action would be taken against the officers responsible for this?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) These hospitals were empanelled under the earlier tender of 2009, wherein this clause was not included under the eligibility criteria in the tender document.

Under the new e-tender process initiated in 2014 for determination of rates and empanelment of hospitals, a clause is included under eligibility criteria for fire clearance certificate/ certificate issued by authorized third party regarding the details of fire safety mechanism as in place in the health care organization.

Victims of contagious diseases

1496. SHRI C.P. NARAYANAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) the number of people, young and old, who were affected by contagious diseases during the last three years;
- (b) how many of them succumbed to such ailments;
- (c) the number of hospitals in the country available to treat these patients both in public and private sectors, sector wise details thereof;
- (d) the number of doctors, nurses and beds available to nurse them; and
- (e) the States where sufficient numbers of well equipped hospitals are not available to treat them?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Contagious Diseases are those that are transmitted through physical contact with the person suffering from the disease, by their secretion or in some cases by objects touched by them. The number of cases and deaths due to major contagious diseases such as Syphilis, Gonococcal Infection, Influenza A H1N1, Acute Respiratory Infections (ARI) and Diphtheria, reported during the years 2011-2013 are given in the Statement (*See below*).

(c) to (e) Data is not centrally maintained for the number of hospitals in the country available to treat patients with contagious diseases (both in public and private sectors) and for the number of doctors, nurses and beds available for these patients. However, except for certain infectious diseases where treatment is provided in Infectious Diseases Hospitals, the contagious diseases are normally treated under the general healthcare system.

Statement

Number of Cases and Deaths due to major Contagious Diseases reported during the years 2011 - 2013

Sl.No. Disease	2011		2012		2013	
	Cases	Deaths	Cases	Deaths	Cases	Deaths
i. Syphilis	37243	2	40393	0	33570	1
2. Gonococcal Infection	150155	3	114206	3	97180	0
3. Influenza A H1N1	603	75	5044	405	5253	699
4. Acute Respiratory Infections (ARI)*	26300208	2492	31684628	4155	31738762	3278
5. Diphtheria	4233	99	3902	60	4090	64

Source: 'National Health Profile' published by Central Bureau of Health Investigation, Directorate General of Health Services, Ministry of Health and Family Welfare, Government of India.

* All Acute Respiratory Infections (ARI) may not be contagious.

Upgradation of mental healthcare facilities

1497. SHRI BAISHNAB PARIDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is proposed to work out certain measures to protect the rights of persons suffering from mental illness and promote access to mental healthcare in the country;

(b) if so, the details thereof;

(c) the status of major and minor mental disorders in India;

(d) whether it is also proposed to upgrade and boost these facilities in the country and bring out a legislation for the purpose; and

(e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (e) The Mental Health Care Bill, 2013 contains measures to protect the rights of persons suffering from mental illness and promote access to mental healthcare in the country with provisions for protection of the following rights of persons with mental illness:

1. Rights to access mental health care.
2. Right to community living.
3. Right to protection from cruel, inhuman and degrading treatment.
4. Right to equality and non-discrimination.
5. Right to information.
6. Right to confidentiality.
7. Restriction on release of information in respect to mental illness.
8. Right to access medical records.
9. Right to personal contacts and communication.
10. Right to legal aid.
11. Right to make complaints about deficiencies in provision of services.

In 2005, the National Commission on Macroeconomics and Health, reported that 10-20 million (1-2% of population) suffered from severe mental disorders such as schizophrenia and bipolar disorder and nearly 50 million (5% of population) from common mental disorders such as depression and anxiety, yielding an overall estimate of 6.5 per cent of the population.

To address the burden of mental disorders and acute shortage of qualified professionals in the field of mental health, Government of India has been implementing the National Mental Health Programme (NMHP) since 1982 with the following components:

- (i). District Mental Health Programme (DMHP)
- (ii). Up-gradation of Psychiatric Wings of Govt. Medical Colleges
- (iii). Modernization of Govt. Mental Hospitals

During the Eleventh Five Year Plan, the NMHP had been restructured to include additional components like suicide prevention services, work place stress management, life skills training and counseling in schools and colleges and Manpower Development Schemes.

11 State run Mental Health Institutes have been supported for their upgradation as Centers of Excellence in Mental Health. Also, 27 PG training departments in mental health specialities have been supported to increase the PG training capacity in mental health as well as improving the tertiary care treatment facility. As a result of implementation of these initiatives, 312 new PG seats in mental health specialties have been created in the supported Institutes.

In order to scale up mental healthcare services and launch it across the country during the Twelfth Five Year Plan, the National Mental Health Programme has been restructured to be implemented separately at tertiary and district levels. The District Mental Health Programme and other activities to be implemented at District levels have already been approved for implementation. Also, the implementation of various tertiary level activities under NMHP including the Manpower Development Schemes have been approved by the Expenditure Finance Committee.

Besides, three Central Institutions *viz.* National Institute of Mental Health and Neuro Sciences, Bangalore, Lokpriya Gopinath Bordoloi Regional Institute of Mental Health, Tezpur and Central Institute of Psychiatry, Ranchi have been strengthened for augmenting the human resources in the area of mental health and for capacity building in the country.

Trauma centres on national highways

1498. SHRI PARIMAL NATHWANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) the criteria for setting up of trauma centres particularly on National Highways;
- (b) the number of highways still without the required number of trauma centres;
- (c) the details of the trauma centres to be set up on highways passing through Jharkhand;
- (d) whether any target date has been fixed in this regard; and
- (e) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Ministry of Health and Family Welfare provides assistance to State Govts. under the scheme "Capacity Building for Developing Trauma Care Facilities in Govt. Hospitals on National Highways", to augment and upgrade the accident and emergency services in Govt. Hospitals along the National/State Highways with an aim

that no trauma victim has to be transported for more than 50 Km. and a designated trauma care facility is available at every 100 km.

The scheme was started in the Eleventh Plan during which it was decided to cover the Golden Quadrilateral Corridor (5846 Kms) and N-S, E-W Corridor- (7716 Kms) by establishing 140 trauma care facilities.

Under the Twelfth Plan, 85 more Trauma Care Facilities are to be established in Government hospitals in or around national and state highways, preferably in accident prone areas on those highways and states not covered earlier.

Priority shall be accorded to those existing Govt. hospitals in the State, which are within 100 km. radius of the identified Black spots and the mortality due to trauma has been consistently high there despite all possible road safety interventions.

These new Trauma Care Facilities would be identified on the following national / State highways:

- Connecting two capital cities
- Connecting major cities other than capital cities
- Connecting ports to major cities
- Connecting industrial townships with capital city

(c) to (e) In Jharkhand, District Hospital, Hazaribagh (NH-2) was taken up for upgradation of Trauma Care Facilities under the pilot scheme in the year 2006 and funds to the tune of 1.5 Cr. were released to the said hospital for the same.

Under the Eleventh Five Year Plan, Patilputra Medical College Hospital, Dhanbad (NH-2) alongwith District Hospital, Hazaribagh (NH-2) were identified for further upgradation of trauma care facilities and funds for construction have been released to the said Hospitals.

No timeline for completion of various activities has been intimated by the respective hospitals.

Production of vaccines

1499. SHRI P. RAJEEVE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

- (a) whether the Ministry has taken any steps to increase the vaccine production;
- (b) if so, the details thereof;

(c) whether the closed vaccine manufacturing companies are being reopened by Government; and

(d) if so, the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) and (b) Yes. Government has approved establishment of Integrated Vaccine Complex, Chengalpattu, Tamil Nadu as subsidiary of HLL Life care Ltd., a Central Public Sector Enterprises which will produce Pentavalent Vaccine, Hepatitis B, HiB, Measles, Anti Rabies, BCG, and Japanese Encephalitis Vaccines. Government has also approved upgradation and setting up new Good Manufacturing Practices (CGMP) complaint facilities for increasing the Vaccine productions in the other three Vaccine producing units namely (i) Pasteur Institute of India, Coonoor (ii) Central Research Institute, Kasauli and (iii) BCG Vaccine Laboratory, Guindy under the Ministry of Health and Family Welfare.

(c) and (d) Yes. Government on 26/02/2010 revoked suspension of manufacturing licenses of all the three vaccine-manufacturing units pending setting up of Good Manufacturing Practices (cGMP) complaint production facilities. All the three manufacturing units have already resumed production of vaccine in the existing facilities.

Awareness on family planning

†1500. SHRI NARESH AGRAWAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether major reasons for rising population is lack of awareness among the poor and the labourers;

(b) if so, the steps being taken by Government to make the poor and labourers aware about the family planning; and

(c) if not, the steps being taken by Government to check rising population?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) Increase in population is a socio-economic problem. Ministry of Health and Family Welfare is conducting various awareness programmes/campaigns on population control as under:-

- Every year in the State Programme Implementation Plan, funds are released under IEC Head for undertaking continuous IEC activity all over the country

†Original notice of the question was received in Hindi.

for awareness generation of masses on the Family Planning Programme in the form of electronic and print media.

- World Population Day is observed in all the States of the country over a month long period split between and initial “mobilization fortnight” from 27th June to 10th July and followed by a “service delivery fortnight” from 11th July to 24th July every year to raise awareness on the importance of practising Family Planning. A special advertisement is also released on World Population Day every year on 11th July to sensitise the public. Similarly, a half hour long dedicated health magazine programme called ‘Swasth Bharat Programme’ is telecast through 30 regional Doordarshan Kendras and broadcast through 29 regional radio stations across the country. These programmes are telecast/broadcast for five days a week in regional languages/dialects covering all the issues including “Promoting awareness on family Planning”. Programmes are also telecast/broadcast through Doordarshan, All India Radio, FM Stations, Digital Cinema, Satellite Channels etc.

Medical institutions upgraded under PMSSY

1501. DR. R. LAKHSMANAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government has completed the process of upgrading thirteen existing medical institutions spread over ten States under Phase I of the Prime Minister Swasthya Suraksha Yojana (PMSSY), which was started in the year 2006;

(b) if so, the details thereof and expenditure incurred to complete this task; and

(c) if not, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) Out of thirteen medical colleges taken up for upgradation under Phase-I of PMSSY, the civil works at eight Medical Colleges have so far been completed. Work at remaining five institutions is at an advanced stage of completion and these are planned for completion during 2014-15. A total amount of ₹ 1105 crore has so far been released towards upgradation of Government Medical Colleges in Phase-I of PMSSY.

National mission on medicinal plants scheme in Karnataka

1502. DR. VIJAY MALLYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the State Government of Karnataka has prepared an Annual Action

Plan in detail under the National Mission on Medicinal Plants Scheme for the year 2013-14 for Karnataka and submitted the same on 13 July to the Ministry for consideration as a Centrally Sponsored Scheme (CSS);

- (b) whether the Ministry has examined the proposal; and
- (c) if so, with what results?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) to (c) Annual Action Plan (AAP) of State Government of Karnataka for Central Assistance under the Centrally Sponsored Scheme of “National Mission on Medicinal Plants” for the year 2013-14 was received by National Medicinal Plants Board (NMPB) *vide* their letter dated 30-07-2013 involving Central assistance of ₹ 261.00 lakhs. The proposal was examined by the Committees concerned of the Ministry and Central assistance amounting to ₹ 216.71 lakhs for implementation of the programme in the State of Karnataka was approved which has already been released during the year 2013-14 itself @ 100% of approved grant.

Establishment of new medical colleges in M.P.

†1503. DR. SATYANARAYAN JATIYA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the details of the policy for establishment of medical colleges in order to expand the medical services in the country as well as the details of the time bound action plan to meet the requirements of doctors for expanding health services in coming decade; and

(b) the names of places in Madhya Pradesh which were proposed for establishment of new medical colleges and by when these proposals are likely to be approved and the present status thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): (a) Medical Colleges are established in the country as per IMC Act, 1956 and regulations made thereunder. As a part of policy initiative to meet the requirement of doctors, the Ministry of Health and Family Welfare has launched two new Centrally Sponsored Schemes under 12th plan period. These schemes are:

- (i) “Establishment of New Medical Colleges attached with District/Referral hospitals” with fund sharing between the Central Government and States in the ratio of 90:10 for NE/special category states and 75:25 for other states; and

†Original notice of the question was received in Hindi.

(ii) “Upgradation of existing State Government/Central Government medical colleges to increase MBBS seats in the country” with fund sharing between the Central Government and States in the ratio of 90:10 for NE/special category states and 70:30 for other states.

(b) Under the scheme for “Establishment of new medical colleges attached with district/referral hospitals”, seven districts of Madhya Pradesh have been identified and approved. These districts are Chhindwara, Ratlam, Shivpuri, Shahdol, Vidisha, Datia and Khandwa. A Memorandum of Understanding has been signed between the Central and State Government.

Exemption of MSME sector from labour laws

1504. SHRI RAJKUMAR DHOOT: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether Government propose to exempt micro and small enterprises from the ambit of labour laws to ensure their growth; and

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

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) No, Sir.

(b) As per input received from Labour Ministry, workers in these Establishments have certain basic rights such as right to receive minimum wages on time, rights related to health, safety and security at work place, etc. and these rights cannot be enforced if these enterprises are exempted from the purview of labour laws.

Policy for development of MSME

1505. SHRI AJAY SANCHETI: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the Twelfth Five Year Plan’s policy framework for development of MSME;

(b) how far the Government of Maharashtra has taken initiatives to take benefits of the policy; and

(c) the details of financial credit technology, infrastructure, marketing, skill development and training benefits provided to MSME in Maharashtra specially those located in Marathwada and Vidarbha region?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) The Twelfth Five Year Plan’s policy framework for development

of MSME includes promotion of competitiveness and productivity, making the sector innovative by improving technology and depth, creation of an enabling environment, improvement in managerial processes, creating a strong presence in exports etc.

(b) The Government of Maharashtra has taken several initiatives in the form of providing financial assistance (subsidy), fiscal support (tax concessions) and infrastructural support (development of industrial areas) in conformity with the Twelfth Five Year Plan Policy framework.

(c) Significant annual growth has been observed in the number of units financed (53.24 per cent year on year growth during 2012-13) and the amount of credit disbursed (72.32 per cent year on year growth during 2012-13) by banks in Maharashtra including Vidharbha and Marathwada region in the last two years. The Branch MSME-Development Institute (MSME-DI) and the Indo German Tool Room, both located in Aurangabad in Marathwada region are disseminating information on technology and providing training to people of that region. Maharashtra Industrial Development Corporation has major industrial areas in several places of Maharashtra including Nagpur in the Vidharbha region and Nanded and Aurangabad in Marathwada region. To take care of the marketing assistance requirement, Vendor Development Programmes have been organized by the MSME-DIs at Mumbai and Nagpur and the Branch MSME-DI at Aurangabad. Similarly, these MSME- DIs together are providing skill training to more than 4500 persons in a year.

MSME refinance fund

1506. SHRI PALVAI GOVARDHAN REDDY: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) the amount and when the MSME Refinance Fund was provided to Small Industries Development Bank of India (SIDBI) for distribution among Micro, Small and Medium Enterprises (MSMEs);

(b) what SIDBI has done with this fund so far; and

(c) the number of MSMEs which have been benefited from the fund, with a particular reference to Andhra Pradesh and Telangana?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) and (b) In order to help micro and small enterprises (MSEs) to tide over the global and domestic slowdown, the Government of India starting from the Union Budget, 2009-10 has been making available fund support to Small Industries Development Bank of India (SIDBI) for enhancing refinancing capability for the

benefit of the MSE sector. This has been provided through fund allocation by Reserve Bank of India to SIDBI out of shortfall of priority sector lending. SIDBI has as on March 31, 2014 disbursed ₹ 20,097 crore to Banks/Financial Institutions, which has infused loan disbursement of ₹ 38,147 crore into the MSE Sector benefiting around 12 lakh viable and deserving MSEs. The details of disbursement and beneficiaries under MSE (Refinance) Fund are given in the Statement (*See below*).

(c) A total of 12,02,273 MSEs have benefited under the Scheme since inception till 2013-14. In the State of undivided Andhra Pradesh, there were about 8,000 MSEs benefited under the scheme during the year 2013-14.

Statement

*Details of Disbursement and beneficiaries under MSE (Refinance)
Fund – Allocated by RBI*

	Amount disbursed (₹ in crore)			No. of Beneficiaries		
	Micro Enterprises	Small Enterprises	Total	Micro Enterprises	Small Enterprises	Total
RMSE-I						
FY 2009-10	2802.34	1247.07	4049.41	346025	60546	406571
₹ 4000 crore						
RMSE-II						
FY 2010-11	2427.00	1573.00	4000.00	337028	44651	381679
₹ 4000 crore						
RMSE-III						
FY 2011-12	2603.39	2107.61	4711.00	163333	18163	181496
₹ 5000 crore						
RMSE-IV						
FY 2012-13	3191.13	2098.00	5289.13	181363	24783	206146
₹ 5000 crore						
RMSE-V						
FY 2013-14	1056.60	990.43	2047.03	24921	1460	26381
₹ 10000 crore						
GRAND TOTAL	12080.46	8016.11	20096.57	1052670	149603	1202273

Role of cottage and small industries

1507. SHRI BASAWARAJ PATIL: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) the contribution of the Cottage and Small Industries to GDP, employment generation and foreign exchange earnings;
- (b) the ratio of contribution of cottage and small industries in the development of the country *vis-a-vis* other countries;
- (c) the details of new steps taken by Government for improving the productivity in this sector; and
- (d) the percentage of utilization of our potentiality in this sector?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) As per the revised methodology suggested by Central Statistics Office (CSO), Ministry of Statistics and Programme Implementation (MoSPI), on the basis of the data on Gross Domestic Product (GDP) published by CSO, MoSPI and Final results of the latest Census (Fourth Census), conducted (with base reference year 2006-07), wherein the data was collected till 2009 and results Published in 2011-12, the estimated contribution of manufacturing sector Micro, Small and Medium Enterprises (MSME) to GDP, during 2012-13, is 7.04% . However, taking into account the contribution of services sector MSME, which is estimated at 30.50% during 2012-13, the share of MSME Sector in GDP of the country, during 2012-13, is 37.54%.

(b) The data in respect of the ratio of contribution of cottage and small industries in the development of the country *vis-a-vis* other countries is not maintained by the Ministry.

(c) and (d) Development of cottage and small industries is primarily the responsibility of State Governments. However, Government in the Ministry of Micro, Small and Medium Enterprises (MSME) supplements the efforts of State Governments by implementing a number of schemes for the development of khadi, village industries and coir through Khadi and Village Industries Commission (KVIC) and Coir Board. These include a major credit-linked subsidy programme named Prime Minister's Employment Generation Programme (PMEGP) being implemented through Banks since 2008-09 with KVIC as nodal agency at the national level for generating employment in the Country by setting up of micro enterprises in the non-farm sector. Under PMEGP, general category beneficiaries can avail of margin money subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to special categories such as

scheduled castes, scheduled tribes, OBCs, minorities, women, ex-servicemen, physically handicapped, beneficiaries belonging to North Eastern Region, hill and border areas, etc., the margin money subsidy is 35% in rural areas and 25% in urban area. The maximum cost of project is ₹ 25 lakh in the manufacturing sector and ₹ 10 lakh in the service sector. Under PMEGP, a total of 2.73 lakh micro enterprises have been assisted with a margin money subsidy of ₹ 5232.87 crore providing employment to an estimated 24.06 lakh persons since its inception till June, 2014. In addition, for improving the productivity, KVIC and the Coir Board have also been implementing a cluster-based scheme named Scheme of Fund for Regeneration of Traditional Industries (SFURTI) under which khadi, village industries and coir clusters have been taken up for development by providing them with improved equipments, common facilities centres, business development services, training, capacity building and design and marketing support, etc.

Contribution of MSMEs to GDP, exports and employment

1508. DR. BHALCHANDRA MUNGEKAR: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) the contribution of Micro, Small and Medium Enterprises (MSMEs) to the country's Gross Domestic Product (GDP), exports and employment generation;
- (b) whether in view of such contributions whether the Ministry would prepare a comprehensive development strategy of this vital sector; and
- (c) if so, its time-frame thereof?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) As per the revised methodology suggested by Central Statistics Office (CSO), Ministry of Statistics and Programme Implementation (MoSPI), on the basis of the data on Gross Domestic Product (GDP) published by CSO, MoSPI and final results of the latest Census (Fourth Census), conducted (with base reference year 2006-07), wherein the data was collected till 2009 and results published in 2011-12, the estimated contribution of manufacturing sector Micro, Small and Medium Enterprises (MSME) to GDP, during 2012-13, is 7.04%. However, taking into account the contribution of services sector MSME, which is estimated at 30.50% during 2012-13, the share of MSME sector in GDP of the country, during 2012-13, is 37.54%.

Based on the export data maintained by Director General of Commercial Intelligence and Statistics, Ministry of Commerce and the information available with this Ministry about MSME products having significant export, the share of MSME in India's total export, for the year 2013-14, has been estimated as 42.38%.

The Government monitors the employment in the MSME sector in the country by conducting All India Census of the sector, periodically. As per the latest Census (Fourth Census), as well as data extracted from Economic Census 2005 conducted by CSO, MoSPI, for activities excluded from Fourth Census, namely wholesale/retail trade, legal, educational and social services, hotel and restaurants, transports and storage and warehousing (except cold storage) the total employment in the MSME sector is 805.24 lakh.

(b) and (c) The Ministry is in the process of preparing a comprehensive development strategy for the sector in consultation with all stake-holders. This is expected to be ready within a period of 6 months.

Financial assistance to small scale industries

†1509. SHRI NARENDRA KUMAR KASHYAP: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

(a) whether Government has set any target to set up agricultural and rural industries in the country during each of the last three years and the current year;

(b) if so, the details thereof, State-wise, and the achievement in this regard;

(c) whether Government proposes to provide direct financial assistance to the villagers for starting small scale industries so that they do not have to pay high rate of interest to the Banks;

(d) if so, the details thereof; and

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

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) and (b) Development of agro and rural industries is primarily the responsibility of State Governments. However, Government in the Ministry of Micro, Small and Medium Enterprises (MSME) supplements the efforts of State Governments by implementing a number of schemes for the development of khadi, village industries and coir through Khadi and Village Industries Commission(KVIC) and Coir Board. These include a major credit- linked subsidy programme named Prime Minister's Employment Generation Programme (PMEGP) being implemented through Banks since 2008-09 with KVIC as nodal agency at the national level for generating employment in the Country by setting up of micro enterprises in the non-farm sector. Under PMEGP, general category beneficiaries can avail of margin money subsidy of 25% of the project cost in rural areas and 15% in urban areas. For beneficiaries belonging to special categories such as scheduled castes, scheduled tribes, OBCs minorities, women, ex-servicemen, physically

†Original notice of the question was received in Hindi.

handicapped, beneficiaries belonging to North Eastern Region, hill and border areas, etc., the margin money subsidy is 35% in rural areas and 25% in urban area. The maximum cost of project is ₹ 25 lakh in the manufacturing sector and ₹ 10 lakh in the service sector. State-wise release of margin money subsidy which is treated as target, as also the achievements in term of the margin money subsidy utilized, the corresponding number of projects assisted and estimated employment generated during the last three years and the current year is given in the Statement (*See below*).

(c) There is no proposal to provide financial assistance directly to villagers to start small industries.

(d) Does not arise.

(e) Government is already implementing the credit-linked subsidy programme of PMEGP with attractive levels of subsidy and the scheme has already become popular.

Statement

State-wise margin money subsidy released, utilized, number of projects assisted and estimated employment generated under PMEGP

Sl. No.	State/UT	Margin money subsidy released (₹ lakh)	Margin money subsidy utilized # (₹ lakh)	Number of projects assisted	Estimated employment generated (No. of persons)
1	2	3	4	5	6
2011-12					
1.	Jammu and Kashmir	2780.57	2983.42	1920	15360
2.	Himachal Pradesh	1141.28	1152.51	809	4248
3.	Punjab	1695.61	1756.94	899	4622
4.	UT Chandigarh	0.00	39.98	38	144
5.	Uttarakhand	1123.74	1059.62	894	6942
6.	Haryana	1396.25	1353.79	786	7418
7.	Delhi	213.02	189.69	195	906
8.	Rajasthan	3684.10	3518.29	2075	14955

1	2	3	4	5	6
9.	Uttar Pradesh	18851.45	18599.43	5569	59901
10.	Bihar	7417.30	9873.73	4887	35193
11.	Sikkim	0.00	113.87	64	253
12.	Arunachal Pradesh	349.25	431.63	375	1516
13.	Nagaland	695.46	1155.94	556	6545
14.	Manipur	630.42	869.51	564	3142
15.	Mizoram	508.00	723.57	418	3404
16.	Tripura	2868.06	2539.45	1812	16079
17.	Meghalaya	833.42	1228.13	712	3273
18.	Assam	4035.14	5544.99	5280	44205
19.	West Bengal	5581.67	5581.67	5806	61092
20.	Jharkhand	3620.64	3486.33	2372	7116
21.	Odisha	4220.87	4194.51	2259	20905
22.	Chhattisgarh	3182.97	3306.12	1510	10345
23.	Madhya Pradesh	5172.54	5419.41	1943	16256
24.	Gujarat*	6101.97	6147.35	1863	18662
25.	Maharashtra **	4730.07	4548.95	2705	24661
26.	Andhra Pradesh	5568.30	5497.37	1672	37336
27.	Karnataka	3863.96	3872.13	1852	14971
28.	Goa	215.22	296.12	155	2467
29.	Lakshadweep	0.00	10.52	12	25
30.	Kerala	2910.66	2928.85	1629	9195
31.	Tamil Nadu	7383.44	7164.15	3228	43473
32.	Puducherry	164.32	79.22	72	361
33.	Andaman and Nicobar Islands	83.22	116.47	204	552
TOTAL		101022.92	105783.66	55135	495523

1	2	3	4	5	6
2012-13					
1.	Jammu and Kashmir	3667.37	3413.99	2036	17452
2.	Himachal Pradesh	1449.60	1350.84	916	4522
3.	Punjab	1691.03	1417.92	770	5206
4.	UT Chandigarh	135.38	68.63	55	239
5.	Uttarakhand	1979.18	2043.16	1426	8368
6.	Haryana	1898.29	1511.38	927	4867
7.	Delhi	368.98	133.52	161	1284
8.	Rajasthan	6737.25	6223.97	2623	21252
9.	Uttar Pradesh	14789.65	12968.42	4529	49883
10.	Bihar	7234.44	7669.08	3150	19106
11.	Sikkim	216.09	88.49	49	283
12.	Arunachal Pradesh	290.74	296.50	261	2364
13.	Nagaland	1049.83	1101.32	436	5570
14.	Manipur	1057.31	1098.49	660	3541
15.	Mizoram	724.52	545.82	517	3201
16.	Tripura	2867.73	2441.35	1604	10228
17.	Meghalaya	1194.87	869.07	458	2160
18.	Assam	6614.04	5801.15	7336	26976
19.	West Bengal	7326.41	7382.49	6632	52624
20.	Jharkhand	3396.37	3423.46	2297	11466
21.	Odisha	7937.60	7518.67	3735	29937
22.	Chhattisgarh	4456.80	3714.39	1748	12026
23.	Madhya Pradesh	9831.73	9097.43	3201	27825
24.	Gujarat*	5640.48	3304.67	1066	11095

1	2	3	4	5	6
25.	Maharashtra **	6875.19	6794.14	3640	22358
26.	Andhra Pradesh	7190.36	5655.41	1968	17982
27.	Karnataka	6318.62	3580.73	1251	10103
28.	Goa	387.68	83.87	46	355
29.	Lakshadweep	0	0	0	0
30.	Kerala	3265.49	3343.35	1872	12396
31.	Tamil Nadu	6084.27	4916.28	2244	32723
32.	Puducherry	17.00	83.79	54	294
33.	Andaman and Nicobar Islands	149.75	124.62	216	560
TOTAL		122844.05	108066.40	57884	428246

2013-14

1.	Jammu and Kashmir	2994.07	3221.92	1849	11818
2.	Himachal Pradesh	1742.71	1613.86	1112	5307
3.	Punjab	2993.38	2472.08	942	7536
4.	UT Chandigarh	202.70	59.11	55	385
5.	Uttarakhand	2246.04	2099.99	1236	7335
6.	Haryana	1550.54	2074.98	939	6352
7.	Delhi	0	164.75	142	1136
8.	Rajasthan	3331.20	4056.87	1278	13280
9.	Uttar Pradesh	13988.57	15117.55	4358	43449
10.	Bihar	8136.60	7725.19	3121	20043
11.	Sikkim	0	108.09	66	255
12.	Arunachal Pradesh	963.25	889.42	657	6570
13.	Nagaland	1882.67	1125.76	419	4365

1	2	3	4	5	6
14.	Manipur	1750.20	1591.34	733	5277
15.	Mizoram	1210.87	886.40	777	5050
16.	Tripura	1109.32	2227.40	1307	9175
17.	Meghalaya	759.19	571.46	414	1037
18.	Assam	3619.41	7397.40	8279	24555
19.	West Bengal	6017.77	5596.67	3273	24189
20.	Jharkhand	4508.29	4533.09	2612	13060
21.	Odisha	3629.32	4231.41	2222	20482
22.	Chhattisgarh	2559.67	1891.21	867	4435
23.	Madhya Pradesh	9038.13	7981.76	2463	19449
24.	Gujarat*	2522.22	4401.80	914	13420
25.	Maharashtra**	4327.19	4737.63	2116	14869
26.	Andhra Pradesh	3036.32	4610.54	1453	18170
27.	Karnataka	5295.41	7837.31	2760	25261
28.	Goa	0	89.64	42	214
29.	Lakshadweep	0	0	0	0
30.	Kerala	2710.19	2756.94	1505	11507
31.	Tamil Nadu	5839.78	5287.64	2269	29496
32.	Puducherry	484.25	43.17	43	181
33.	Andaman and Nicobar Islands	387.02	172.59	237	887
TOTAL		98836.38	107574.97	50460	368545
2014-15					
1.	Jammu and Kashmir	842.21	-	-	-
2.	Himachal Pradesh	497.97	-	-	-

1	2	3	4	5	6
3.	Punjab	748.35	120.89	67	455
4.	UT Chandigarh	-	10.67	10	45
5.	Uttarakhand	561.51	-	-	-
6.	Haryana	775.32	-	-	-
7.	Delhi	-	-	-	-
8.	Rajasthan	1665.60	-	-	-
9.	Uttar Pradesh	4268.39	255.56	108	1080
10.	Bihar	2768.30	-	-	-
11.	Sikkim	-	-	-	-
12.	Arunachal Pradesh	-	-	-	-
13.	Nagaland	470.67	-	-	-
14.	Manipur	437.55	-	-	-
15.	Mizoram	302.72	-	-	-
16.	Tripura	346.90	-	-	-
17.	Meghalaya	-	-	-	-
18.	Assam	1809.70	-	-	-
19.	West Bengal	1504.44	-	-	-
20.	Jharkhand	1471.98	-	-	-
21.	Odisha	1814.66	-	-	-
22.	Chhattisgarh	-	-	-	-
23.	Madhya Pradesh	2542.61	217.59	85	676
24.	Gujarat*	1261.11	240.54	64	608
25.	Maharashtra **	1952.18	-	-	-
26.	Andhra Pradesh	1518.16	-	-	-
27.	Karnataka	1323.85	-	-	-
28.	Goa	-	-	-	-

1	2	3	4	5	6
29.	Lakshadweep	-	-	-	-
30.	Kerala	677.55	-	-	-
31.	Tamil Nadu	1459.95	52.06	23	295
32.	Puducherry	-	-	-	-
33.	Andaman and Nicobar Islands	-	-	-	-
TOTAL		31021.68	897.31	357	3159

including un-utilized balance funds of previous year

* including Daman and Diu

** including Dadra and Nagar Haveli

@upto 30 June 2014

Note: In 2013-14, an extension of two months upto 31st May, 2014 was given for disbursement of margin money subsidy in respect of projects approved till 31st march, 2014.

Special package to boost MSMEs in Rajasthan

†1510. SHRI NARAYAN LAL PANCHARIYA: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- the plan to boost Micro, Small and Medium Enterprises in Rajasthan;
- whether Rajasthan Government has sought special package for promoting these enterprises; and
- if so, by when this package will be sanctioned, if not, the reasons therefor?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) The Government of Rajasthan has been implementing a Policy Package for Micro, Small and Medium Enterprises in Rajasthan. Under this Policy Package, excise duties on raw materials and processing materials have been brought down to nil, subsidy is being provided for installing water purifiers and there is a power subsidy of 75 percent for rural industries. District Industrial Centres (DICs) are organizing motivational campaigns for prospective entrepreneurs at district and panchayat levels. Industrial Information Bureaus have been established at the DICs which have been successfully disseminating information regarding land selection, sources of raw materials, machine suppliers, financial schemes and investment opportunities etc.

- No Sir.
- Does not arise.

†Original notice of the question was received in Hindi.

Schemes of Khadi and Village Industries Board in Goa

1511. SHRI SHANTARAM NAIK: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) the names of the schemes of Khadi and Village Industries Board being implemented in Goa;
- (b) the amount disbursed and recoveries made; and
- (c) the targets achieved with the details thereof?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) Government has been implementing Prime Minister's Employment Generation Programme (PMEGP), a credit-linked subsidy programme, since 2008-09 through the field offices of Khadi and Village Industries Commission (KVIC), State/Union Territory Khadi and Village Industries Boards (KVIBs) and District Industries Centres (DICs) with the involvement of Banks in the country including Goa. KVIC is the national nodal agency for the programme. Under PMEGP, margin money subsidy is provided for setting up micro-enterprises in the non-farm sector.

(b) In the State of Goa, since inception under PMEGP margin money subsidy of ₹ 8.87 crore has been disbursed by KVIB till 2013-14. The term loan is sanctioned by banks under PMEGP and recoveries of these loans are made as per the norms of banks.

(c) In the State of Goa, a total of 474 micro enterprises are setup through KVIB under PMEGP till 2013-14.

Lack of exposure to khadi and village industries

1512. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) whether Government is aware that the small entrepreneurs under Khadi and Village Industries Board face serious problem of establishing themselves in the consumer market;
- (b) whether it is also a fact that due to the lack of exposure, these small entrepreneurs have to struggle hard to confront direct competition from the big brands;

(c) whether Government is also aware that because of the lack of exposure through advertisements the products fail to attract the consumers; and

(d) if so, whether Government will provide them some incentives in the form of free advertisement etc. and, if not, the reasons therefor?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) to (c) Khadi and Village Industries is a heterogeneous and widely dispersed sector. The challenges of marketing of their products faced by entrepreneurs and institutions are diverse, and while some of them have been successful, many of them face serious problem in establishing themselves in the consumer market.

However, the Government of India through Khadi and Village Industries Commission (KVIC) has taken a number of steps to explore and develop markets for khadi and village industries (KVI) products in the country. These, *inter-alia*, include the following:

- (i) To provide better marketing opportunities for KVI products in the country, KVIC has a network of more than 7000 KVI outlets including 9 departmental outlets run by it. KVIC organize exhibitions in different parts of the country at district, State, regional and national levels in association with State agencies.
- (ii) KVIC also provides assistance under the Scheme of Strengthening Infrastructure of Existing Weak Khadi Institutions and Assistance for Marketing Infrastructure and renovation of marketing outlets.
- (iii) Under the Market Development Assistance (MDA) Scheme the institutions have been given the flexibility to use the assistance to, *inter-alia*, improve its marketing infrastructure.
- (iv) The Khadi Reform and Development Programme (KRDP), envisages a marketing organization under PPP mode to promote effective marketing of KVI products.
- (v) 'Khadi Mark' has also been introduced to guarantee the genuineness and purity of khadi sold in the market.

(d) KVIC does product advertisement in print and outdoor media including airports and has also developed a portal for small entrepreneurs to showcase their products but there is no provision of free advertisement for small entrepreneurs.

Specific schemes for very small scale industries in tribal areas

1513. SHRI PARIMAL NATHWANI: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state.

- (a) whether Government has launched any specific scheme for very small scale industries in States especially in Jharkhand;
- (b) if so, the details thereof;
- (c) the progress made for the schemes so far;
- (d) whether any concessions have been granted to entrepreneurs for opening such industries in the tribal areas;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) and (b) Ministry of Micro, Small and Medium Enterprises (MSME) has been implementing Prime Minister's Employment Generation Programme (PMEGP) and Scheme of Fund for Regeneration of Traditional Industries (SFURTI) for promoting micro enterprises in the country including Jharkhand. PMEGP aims to generate employment opportunities in rural and urban areas. SFURTI scheme promotes cluster based development of traditional industries in khadi, village and coir sectors making these industries more productive and competitive and creating employment opportunities in rural and semi urban areas.

(c) Under PMEGP, employment opportunities for 3,68,545 persons were generated during 2013-14 in the country. In Jharkhand, the employment opportunities were generated for 13,060 persons during 2013-14. 96 clusters (khadi-29, village industries- 47 and coir -20) have been developed under SFURTI since inception.

(d) and (e) Ministry of MSME provides margin money subsidy to Scheduled Tribe (ST) entrepreneurs in the country including in tribal areas at concessional rate for establishing micro enterprises under Prime Minister's Employment Generation Programme (PMEGP). Under this programme, the margin money subsidy given to ST entrepreneurs is at the rate 25% and 35% of the project cost in the urban area and rural area respectively, which is higher, than the margin money subsidy provided to general category entrepreneurs.

- (f) Does not arise.

Khadi industry

†1514. SHRI NARENDRA KUMAR KASHYAP: Will the Minister of MICRO, SMALL AND MEDIUM ENTERPRISES be pleased to state:

- (a) whether Government has conducted any study regarding Khadi industry in the country;
- (b) if so, the details thereof and the outcome thereof;
- (c) whether Government proposes to close any unit or industry in the Khadi sector; and
- (d) if so, the details thereof and the reasons therefor?

THE MINISTER OF MICRO, SMALL AND MEDIUM ENTERPRISES (SHRI KALRAJ MISHRA): (a) and (b) Khadi and Village Industries Commission (KVIC), a statutory body under the administrative control of the Ministry of Micro, Small and Medium Enterprises, implements various schemes and programmes for the holistic development of the khadi sector. A detailed study of khadi sector was assigned to M/s Price water house Coopers (PWC) in the year 2008 by Department of Economic Affairs (DEA) on the basis of concept note prepared by KVIC. The study report recommended to formulate a scheme to revitalize the KVI sector. Accordingly, Khadi Reforms and Development Programme (KRDP), a comprehensive package for revitalization of the khadi sector, including capacity building of 300 khadi institutions and improved marketing, is being implemented with assistance of US\$ 150 million from Asian Development Bank (ADB).

In addition, evaluation studies of the existing schemes implemented by KVIC for the development of khadi sector is a continuous process and a mandatory requirement for continuation of the scheme as per the procedure laid down by Planning Commission. Accordingly, KVIC has conducted evaluation studies through independent agencies for its various schemes for khadi sector like Workshed Scheme for Khadi Artisans, Strengthening Infrastructure of Existing Weak Khadi Institutions and Assistance for Marketing Infrastructure, Scheme for Enhancing Productivity and Competitiveness of Khadi Industry and Artisans, Market Development Assistance and Khadi Karigar Janshree Bima Yojana. These Evaluation Studies have highlighted the successful implementation of the schemes and have recommended for continuation of these schemes.

- (c) No, Sir.
- (d) Does not arise.

†Original notice of the question was received in Hindi.

Minority status to Seng Khasi Tribes

1515. SHRI TARUN VIJAY: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Seng Khasi Tribes have been recognised or given minority status in Meghalaya;

(b) if not, the reasons therefor; and

(c) whether Government is aware of their demand to get minority status, in the absence of which they are not able to receive benefit of Union Government schemes?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA):

(a) and (b) The grant of minority status to Seng Khasi Tribes in Meghalaya is a state subject.

(c) The Government of Meghalaya had forwarded a representation to the Ministry of Minority Affairs for grant of minority status to Seng Khasi Tribes. After examining the representation, the Government of Meghalaya was informed by the Ministry of Minority Affairs, Government of India that Seng Khasi are tribals predominantly located in Meghalaya but they are not Christians. The Government of Meghalaya was requested to take a decision on the above mentioned representation as per the National Commission for Minorities Act, 1992. Under Section 2(c) of the National Commission for Minorities Act, 1992, Muslims, Christians, Sikhs, Buddhists, Jains, Zoroastrians (Parsis) have been notified as minorities.

Health scheme for minorities

1516. DR. K.P. RAMALINGAM: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether it is a fact that more than half of the General Budget of the Ministry has been spent on scholarship and fellowship programme;

(b) if so, the details thereof;

(c) whether it is also a fact that Government has launched a health scheme for minorities; and

(d) if so, the details thereof?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA):

(a) and (b) Yes, Sir. Out of total General Budget of this Ministry amounting to ₹ 3511 crores during 2013-14, amount of ₹ 1789.55 crores was spent on Scholarship Schemes

and Fellowship Programmes which works out to 50.97% of the total General Budget of this Ministry. The scheme-wise amount spent is as under:

Name of Scheme	Amount Spent (₹ in crores)
Pre-Matric Scholarship Scheme	963.79
Post Matric Scholarship Scheme	515.76
Merit-cum-Means Scholarship Scheme	260.00
Maulana Azad National Fellowship	50.00
TOTAL	1789.55

(c) and (d) Yes, Sir. Government has launched the Maulana Azad Sehat Scheme. The Scheme aims to provide annual health check-up of students studying in institutions aided by Maulana Azad Education Foundation and also provides financial assistance upto ₹ 2 lakhs for minority students for further treatment in case of serious ailment/life threatening diseases in Government/Private Hospitals.

Equal Opportunity Commission

1517. SHRIMATI AMBIKA SONI:

DR. T. SUBBARAMI REDDY:

Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether Government has a proposal to constitute Equal Opportunity Commission (EOC) based on the models of the UK;

(b) if so, whether it has also considered the Minority Affairs Minister's plea to accord the proposed commission power to get its directions enforced either by fixing a time-frame for compliance or through a system of incentives and disincentives; and

(c) the recommendations made by the Group constituted to look into it and the time by when the proposed Bill in this regard is likely to take a final shape?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA):

(a) to (c) In pursuance of one of the recommendations made by the High-Level Committee set up under the chairmanship of Justice (Retd.) Rajinder Sachar, the Government had set up an Expert Group to examine and determine, *inter alia*, the structure and functions of an Equal Opportunity Commission (EOC) to address the grievances of deprived groups. Deliberating on the subject, the Expert Group studied the models of EOC practiced in other countries including Australia, Brazil, UK, USA, etc.

Based on the Expert Group Report, recommendations of Group of Ministers and consultations with different stakeholders, draft EOC Bill 2013 for setting up of EOC for the notified Minorities was prepared and approval of the Competent Authority was obtained for placing the Bill before the Parliament. In the meantime, new Government has been formed after General Elections, 2014. Accordingly, the process has again been initiated for obtaining approval of the competent authority to the draft Equal Opportunity Commission Bill for setting up of EOC for notified minorities.

Multi-sectoral development programme

1518. SHRIMATI JHARNA DAS BAIDYA: Will the Minister of MINORITY AFFAIRS be pleased to state:

- (a) whether Government has any plan to bring more districts under the Multi-Sectoral Development Programme (MSDP) by modifying criteria;
- (b) if so, the details thereof; and
- (c) whether Government has noticed any flaw with regard to the implementation of this scheme in various States?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA): (a) and (b) The Government has already approved the restructuring of Multi-sectoral Development Programme (MsDP) in 2013 for its implementation during Twelfth Five Year Plan. In the restructured MsDP the unit area of planning has been changed to blocks/towns/cluster of villages instead of district for sharper focus on the minority concentration areas. The programme has now identified 710 Blocks and 66 Towns falling in 196 districts in place of 90 Minority Concentration Districts where the programme was earlier implemented.

(c) Multi-sectoral Development Programme is being implemented by the State/UT Governments. In some of the States, the pace of implementation is slow. The reasons for slow progress are late submission of project proposals by the States, delay in transfer of funds to the implementing agencies by the State Government, delay in deciding executing agencies by the State Government and non-availability of land for some of the projects.

Multi-sectoral development programme for minorities

1519. SHRI GULAM RASOOL BALLYAWI: Will the Minister of MINORITY AFFAIRS be pleased to state:

- (a) the road map of the present Government for the welfare and upliftment of minorities;

(b) whether it is a fact that the benefit of the schemes such as Multi-Sectoral Development Programme of the previous Government did not reach the Muslims; and

(c) if so, how Government proposes to ensure that the benefit of the schemes reaches the intended beneficiaries positively?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA): (a) Besides implementation of the existing schemes, the present Government has taken following initiatives for the welfare and upliftment of the minority communities:-

- (i) Ustaad:- The Scheme aims at upgrading Skills and Training in preservation of traditional Ancestral Arts/Crafts of minorities.
- (ii) Hamari Darohar:- The Scheme aims to preserve rich heritage of minority communities in context of Indian culture.
- (iii) Khwaza Garib Nawaz Senior Secondary School will be established at Ajmer by Maulana Azad Education Foundation (MAEF) to give a fillip to minority education.
- (iv) Nai Manzil: A bridge course to bridge the academic and skill development gaps of the deeni Madrasa passouts with their mainstream counterparts.
- (v) Strengthening of State Wakf Boards: The scheme envisages to provide assistance for meeting the training and administrative cost of State Wakf Boards, removal of encroachment from Wakf Properties and also strengthening of Zonal/Regional offices of Wakf Boards.

(b) and (c) Under the scheme of "Seekho aur Kamao", about 63% minority youths were from Muslim community during last year. Under the scheme of "Nai Roshni", more than 80% women trainees were from Muslim Community in last two years of the 12th Plan. Under the lending programmes of National Minorities Development Finance Corporation (NMDFC), about 77.6% beneficiaries were from Muslim community in the last two years of the Twelfth Plan.

During the Twelfth Five Year Plan, 1,60,45,808 scholarships were awarded to minority candidates under Pre-Matric, Post Matric and Merit-cum-Means based Scholarship Schemes, out of which 1,27,83,285 beneficiaries are from the Muslim community.

Further, Multi-Sectoral Development Programme is an area development programme under which infrastructure development and assets creation are done in the Minority

Concentration Areas taking into consideration that tangible and intangible benefits reach the minority population of that area including Muslims.

In view of the above, the benefits of all the schemes implemented by this Ministry are reaching to all notified minority communities including Muslims.

Further, Government has taken following steps to ensure that these benefits reach the intended beneficiaries.

- (i) There is a robust mechanism for monitoring the implementation of MsDP. Block Level Committee for MsDP is responsible for monitoring the programme at the block level. The District and State Level Committees for PM's New 15 Point Programme are responsible to review the progress of implementation of the programme at the District and State levels. Further the Empowered Committee at the Centre serves as the Oversight Committee and monitors the implementation of the programme at the national level. The progress under MsDP is also reviewed on half yearly basis by the Committee of Secretaries (CoS) along with the PM's New 15 Point Programme. The Committee of Secretaries observations are reviewed by the Union Cabinet on six monthly basis. Monitoring is also done through Conferences at the National, Regional, State and District levels as well as through visits of officials to the project sites.
- (ii) The Scholarship Schemes have been restructured to allow for greater transparency and accountability during processing and sanction. To help evaluation of flow of benefits, segregated data for the different minority communities has now been sought from all Ministries under the Prime Minister's New 15 Point Programme and the States/UTs have also been requested to provide better and timely feedback. The scholarship schemes are reviewed regularly through interaction with the State Governments at regular intervals and field visits by the Ministry officials. The Online Scholarship Management System (OSMS) earlier introduced for the Merit-cum-Means scholarship scheme has now been extended to Post Matric scholarship scheme.
- (iii) Multimedia campaigns *i.e.* publicity through electronic and print media are advertised with greater publicity in Minority Concentration Districts for dissemination of information about the Schemes, and for increasing awareness/ coverage among the target beneficiaries of the minorities.

Allocation for development of minorities

†1520. SHRI PRABHAT JHA: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether it is a fact that during the tenure of the previous Government most of the times the budgetary allocation made for the schemes aimed at the development of minorities were not utilized cent per cent;

(b) if so, the details thereof;

(c) whether the present Government proposes to review the schemes being run for the welfare of minorities; and

(d) if so, the details thereof?

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA):
(a) and (b) The details of Plan allocation against the schemes/programmes of Ministry of Minority Affairs, expenditure made there under and utilization of funds in percentage, for the last five years, year-wise are given below:-

(₹ in crore)

Year	Budgetary Allocation		Expenditure	% of Utilization with ref. to	
	Budget	Revised		Budget	Revised
	Estimates	Estimates		Estimates	Estimates
2009-10	1740.00	1740.00	1709.41	98.24	98.24
2010-11	2600.00	2500.00	2008.15	77.24	80.33
2011-12	2850.00	2750.00	2283.16	80.11	83.02
2012-13	3135.00	2200.00	2157.98	68.84	98.09
2013-14	3511.00	3111.00	3007.49	85.66	96.67

The main reasons for not utilizing the full allocation are as follows:-

- Non-submission of viable and adequate proposals by the State Governments/ UT Administrations and delay in submission of Utilization Certificates by them.
- Promulgation of model code of conduct due to assembly elections in several States which delayed sanction of funds.

- Insufficient proposals received from States and UTs especially from North Eastern States. As a result, the unutilized funds for North East had to be surrendered as per existing provision.

(c) and (d) After review, the following new schemes are under consideration of this Ministry:

- (i) Ustaad: The Scheme aims at upgrading Skill and Training in preservation of traditional Ancestral Arts/Crafts of minorities.
 - (ii) Hamari Darohar: The Scheme aims to preserve rich heritage of minority communities in context of Indian culture.
 - (iii) Khwaza Garib Nawaz Senior Secondary School will be established at Ajmer by Maulana Azad Education Foundation (MAEF) to give a fillip to minority education.
 - (iv) Nai Manzil: A bridge course to bridge the academic and skill development gaps of the deeni Madrasa passouts with their mainstream counterparts.
 - (v) Strengthening of State Wakf Boards: The scheme envisages providing assistance for meeting the training and administrative cost of State Wakf Boards, removal of encroachment from Wakf Properties and also strengthening of Zonal/Regional offices of Wakf Boards.
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12.00 Noon

(MR. DEPUTY CHAIRMAN *in the Chair.*)

PAPERS LAID ON THE TABLE

MR. DEPUTY CHAIRMAN: We will now take up Papers to be Laid on the Table.

Notification of the Ministry of Minority Affairs

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA): Sir, I beg to lay on the Table, under sub-section (3) of Section 12 of the Wakf Act, 1995, a copy (in English and Hindi) of the Ministry of Minority Affairs Notification No. G.S.R. 380 (E), dated the 5th June, 2014, publishing the Wakf Properties Lease Rules, 2014, along with delay statement. [Placed in Library. *See* No. L.T. 302/16/14]

Notification of the Ministry of Health and Family Welfare

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): Sir, I beg to lay on the Table, under sub-section (2) of Section 36 of the Indian Medicine Central Council Act, 1970, a copy (in English and Hindi) of the Ministry of Health and Family Welfare (Department of AYUSH) Notification No. 03-06/2014 (Norms), dated the 28th March, 2014, publishing the Establishment of New Medical College, Opening of New or Higher Course of Study or Training and Increase of Admission Capacity by a Medical College (Amendment) Regulations, 2013.

[Placed in Library. *See* No. L.T. 325/16/14]

MOU (2014-15) between the Government of India and various Limited Companies

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING; THE MINISTER OF STATE OF THE MINISTRY OF STATISTICS AND PROGRAMME IMPLEMENTATION; AND THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI INDERJIT SINGH RAO): Sir, I beg to lay on the Table, a copy each (in English and Hindi) of the following papers:-

- (i) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Goa Shipyard Limited, for the year 2014-15. [Placed in Library. *See* No. L.T. 144/16/14]
- (ii) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Bharat Dynamics Limited, for the year 2014-15. [Placed in Library. *See* No. L.T. 145/16/14]

- (iii) Memorandum of Understanding between the Government of India (Ministry of Defence) and the Hindustan Shipyard Limited, for the year 2014-15.
[Placed in Library. *See* No. L.T. 146/16/14]
- (iv) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Mazagaon Dock Limited, for the year 2014-15. [Placed in Library. *See* No. L.T. 142/16/14]
- (v) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Mishra Dhatu Nigam Limited, for the year 2014-15. [Placed in Library. *See* No. L.T. 143/16/14]
- (vi) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and the Garden Reach and Shipbuilders and Engineers Limited (GRSE), for the year 2014-15.
[Placed in Library. *See* No. L.T. 147/16/14]
- (vii) Memorandum of Understanding between the Government of India (Ministry of Defence, Department of Defence Production) and Bharat Electronics Ltd. (BEL), for the year 2014-15. [Placed in Library. *See* No. L.T. 326/16/14]

I. Notifications of the Ministry of Corporate Affairs

II. Notifications of the Ministry of Finance

III. Report and Accounts (2013-14) of the Deposit Insurance and Credit Guarantee Corporation and related papers

IV. Report and Accounts (2012-13) of IICA, New Delhi and related papers

V. MOU (2014-15) between the Government of India and SPMCIL

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE AND INDUSTRY; THE MINISTER OF STATE IN THE MINISTRY OF FINANCE; AND THE MINISTER OF STATE IN THE MINISTRY OF CORPORATE AFFAIRS (SHRIMATI NIRMALA SITHARAMAN): Sir, I beg to lay on the Table:—

- I. A copy each (in English and Hindi) of the following Notifications of the Ministry of Corporate Affairs, under Section 30B of the Chartered Accountants Act, 1949:—
 - (1) G.S.R. 32 (E), dated 20th January, 2014, publishing the Chartered Accountants Procedures of Meetings of Quality Review Board, and

Terms and Conditions of Service and allowances of the Chairperson and members of the Board (Amendment) Rules, 2014.

- (2) G.S.R. 131(E), dated 1st March, 2014, amending Notification No. G.S.R. 38 (E), dated the 19th January, 2011, to substitute certain entries in the original Notification.
- (3) G.S.R. 141 (E), dated 4th March, 2014, publishing the Chartered Accountants (Procedure of Investigations of Professional and Other Misconduct and Conduct of Cases) Amendment Rules, 2014.

[Placed in Library. For (1) to (3) See No. L.T. 176/16/14]

II. (a) A copy each (in English and Hindi) of the following Notifications of the Ministry of Finance (Department of Economic Affairs), under Section 31 of the Securities and Exchange Board of India Act, 1992:—

- (1) No. LAD-NRO/GN/2013-14/11/6063, dated the 12th June, 2013, publishing the Securities and Exchange Board of India (Issue and Listing of Non-Convertible - Redeemable Preference Shares) Regulations, 2013. [Placed in Library. See No.L.T. 331/16/14]
- (2) No. LAD-NRO/GN/2013-14/27/6721, dated the 8th October, 2013, publishing the Securities and Exchange Board of India (Employees' Service) (Amendment) Regulations, 2013.

[Placed in Library. See No. L.T.177/16/14]

- (3) No. LAD-NRO/GN/2013 14/43/207, dated the 31st January, 2014, publishing the Securities and Exchange Board of India (Issue and Listing of Debt Securities) (Amendment) Regulations, 2014.

[Placed in Library. See No. L.T. 177/16/14]

- (4) No. LAD-NRO/GN/2013-14/44/226, dated the 4th February, 2014, publishing the Securities and Exchange Board of India (Issue of Capital and Disclosure Requirements) (Amendment) Regulations, 2014. [Placed in Library. See No. L.T. 177/16/14]

- (5) No. LAD-NRO/GN/2013-14/46/522, dated the 13th March, 2014, publishing the Securities and Exchange Board of India [KYC(Know Your Client) Registration Agency] (Amendment) Regulations, 2014. [Placed in Library. See No. L.T. 177/16/14]

- (6) NO. LAD-NRO/GN/2014-15/01/1039, dated the 6th May, 2014, publishing the Securities and Exchange Board of India (Mutual

Funds) (Amendment) Regulations, 2014.

[Placed in Library. *See* No. L.T. 177/16/14]

- (7) No. LAD-NRO/GN/2013-14 /03/1089, dated the 23rd May, 2014, publishing the Securities and Exchange Board of India (Payment of Fees) (Amendment) Regulations, 2014.

[Placed in Library. *See* No. L.T. 331/16/14]

- (b) A copy (in English and Hindi) of the Ministry of Finance (Department of Financial Services) Notification No. 22, dated May 31 - June 6, 2014, (Weekly Gazette) publishing the Central Bank of India Officer Employees' (Acceptance of Jobs in Private Sector (Concerns after Retirement) Amendment Regulations, 2013, under sub-section (4) of Section 19 of the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970.

[Placed in Library. *See* No. L.T. 174/16/14]

- (c) A copy each (in English and Hindi) of the following Notifications of the Ministry of Finance (Department of Revenue), under Section 159 of the Customs Act, 1962, along with Explanatory Memoranda:—

- (1) S.O. 295 (E), dated the 31st January, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
- (2) S.O. 360 (E), dated the 6th February, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
- (3) S.O. 403 (E), dated the 14th February, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
- (4) S.O. 496 (E), dated the 20th February, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
- (5) S.O. 598 (E), dated the 28th February, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
- (6) S.O. 694 (E), dated the 6th March, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.

- (7) S.O. 779 (E), dated the 14th March, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
 - (8) S.O. 862 (E), dated the 20th March, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
 - (9) S.O. 980 (E), dated the 31st March, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
 - (10) S.O. 1031 (E), dated the 3rd April, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
 - (11) S.O. 1090 (E), dated the 15th April, 2014, amending Notification No. S.O. 748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
 - (12) S.O. 1105 (E), dated the 17th April, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
 - (13) S.O. 1184 (E), dated the 30th April, 2014, amending Notification No. S.O.748 (E) dated the 3rd August, 2001, to substitute certain entries in the original Notification.
 - (14) S.O. 1189 (E), dated the 1st May, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
 - (15) S.O. 1291 (E), dated the 15th May, 2014, amending Notification No. S.O.748 (E), dated the 3rd August, 2001, to substitute certain entries in the original Notification.
 - (16) S.O. 1292 (E), dated the 15th May, 2014, laying down the rate of exchange for conversion of certain foreign currency into Indian currency or *vice-versa* for purpose of assessment of imported and export goods.
[Placed in Library. For (1) to (16) See No. L.T. 192/16/14]
- (d) A copy (in English and Hindi) of the Ministry of Finance (Department of Revenue) Notification No. G.S.R. 426 (E), dated the 1st July, 2014, publishing

the Narcotic Drugs and Psychotropic Substances (Amendment) Rules, 2014, under Section 77 of the Narcotic Drugs and Psychotropic Substances Act, 1985, along with Explanatory Memorandum.

[Placed in Library. *See* No. L.T. 180/16/14]

III. A copy (in English and Hindi) of the Annual Report and Accounts of the Deposit Insurance and Credit Guarantee Corporation, for the year 2013-14, together with the Auditor's Report on the Accounts, under sub-section (2) of Section 32 of the Deposit Insurance and Credit Guarantee Corporation Act, 1961. [Placed in Library. *See* No. L.T. 175/16/14]

IV. A copy each (in English and Hindi) of the following papers:—

(a) Annual Report and Accounts of the Indian Institute of Corporate Affairs (IICA), New Delhi, for the year 2012-13, together with the Auditor's Report on the Accounts.

(b) Statement giving reasons for the delay in laying the papers mentioned at (i) (a) above. [Placed in Library. *See* No. L.T. 330/16/14]

V. Memorandum of Understanding between the Government of India (Ministry of Finance) and the Security Printing and Minting Corporation of India Limited (SPMCIL), for the year 2014-15. [Placed in Library. *See* No. L.T. 327/16/14]

MR. DEPUTY CHAIRMAN: Motion for Election to the National Institute of Mental Health and Neuro-Sciences (NIMHANS), Bangalore. Dr. Harsh Vardhan.

MOTION FOR ELECTION TO THE NATIONAL INSTITUTE OF MENTAL HEALTH AND NEURO-SCIENCES (NIMHANS), BANGALORE

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): Sir, I beg to move the following Motion:-

“That in pursuance of Section 5(1)(I) read with Section 6(4) of the National Institute of Mental Health and Neuro-Sciences, Bangalore Act, 2012, this House do proceed to elect, in such manner as the Chairman may direct, one Member from amongst the Members of the House to be a member of NIMHANS, Bangalore in the vacancy caused by the retirement of Shri S.M. Krishna from the membership of Rajya Sabha on 25th June, 2014.

The question was put and the motion was adopted.

RE DEMAND FOR A STATEMENT BY MINISTER.

श्री शरद यादव (बिहार) : उपसभापति जी, मैं डा. हर्ष वर्धन जी से पूछना चाहता हूँ कि ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Let him finish. ...**(व्यवधान)**... शरद जी, पहले इसे खत्म करने दीजिए।

श्री शरद यादव : मैं यह पूछना चाहता हूँ कि ये जो पैथोलॉजी लैब्स, डाक्टर्स और मीडीएटर्स हैं, वे लूट मचा रहे हैं। यह छोटी सी बात है, इस मामले में डा. साहब ने कुछ एक्शंस भी लिए हैं, लेकिन अगर वे इसके बारे में थोड़ी सी जानकारी दे दें, तो ज्यादा अच्छा होगा। पूरे देश में यह हो रहा है। यह एक जगह नहीं हो रहा है, पूरे एन.सी.आर. में हो रहा है। बिल्कुल लूट मची है।

श्री उपसभापति : ठीक है।

MATTERS RAISED WITH PERMISSION**Alleged violation of SGPC Act**

सरदार सुखदेव सिंह ढिंडसा (पंजाब) : डिप्टी चेयरमैन, सर, मैं आपके थ्रू इस हाउस को यह बताना चाहता हूँ कि हरियाणा सरकार ने एक ऐसा एक्ट बनाया है, जो इल्लिगल है, अनकांस्टीट्यूशनल है। शिरोमणि गुरुद्वारा प्रबंधक कमेटी सिखों की सबसे बड़ी संस्था है। इसके लिए एक सेंट्रल एक्ट है। मैं यह बताना चाहता हूँ कि इसे बनाने के लिए हमें अंग्रेजों के साथ पांच साल तक लड़ना पड़ा। इसमें हजारों लोग जेल गए और 500 लोगों की शहादत हुई। 1925 में पार्लियामेंट ने यह एक्ट दिया। इसके बाद जितनी भी अमेंडमेंट्स हुईं, या तो पार्लियामेंट ने की या होम मिनिस्ट्री, गवर्नमेंट ऑफ इंडिया ने बाई नोटिफिकेशन की, लेकिन उसने इसे इल्लिगली पास कर दिया। * यह सिखों के लिए इतना बड़ा मुद्दा है कि इस लड़ाई में पंडित नेहरू भी जेल गए, इस लड़ाई में हमारे माननीय डा. मनमोहन सिंह जी, जो पूर्व प्रधान मंत्री हैं, उनके पिताजी भी जेल में रहे और इसके बाद जब हमने यह एक्ट लिया, तो महात्मा गांधी जी का टेलीग्राम आया कि आपने आजादी की पहली लड़ाई जीत ली है। सभी लोगों ने इसके लिए प्रयास किया। इसके अलावा पंडित नेहरू और मास्टर तारा सिंह पैक्ट हुआ, जिसमें यह कहा गया कि अगर कोई भी धार्मिक इश्यू होगा, देश में सिखों के लिए कोई भी अमेंडमेंट होगा, तो वह शिरोमणि गुरुद्वारा प्रबंधक कमेटी की इजाजत के बगैर, उनकी कंसल्टेशन के बगैर नहीं होगा और उसे सिखों के साथ मिल कर किया जाएगा। हमने गवर्नमेंट ऑफ इंडिया को लिखा है। मेरी और मेरी पार्टी की तरफ से मेरी एक डिमांड है कि * गवर्नमेंट ऑफ इंडिया यह बताए कि ...**(व्यवधान)**...

श्री उपसभापति : आप * के बारे में कुछ मत बोलिए।

सरदार सुखदेव सिंह ढिंडसा : यह पार्लियामेंट की तौहीन है, कॉन्स्टीट्यूशन की तौहीन है। इसके लिए देश की सरकार क्या कर रही है? मैं यह कहना चाहता हूँ कि यह जो इतना बड़ा

* Expunged as ordered by the Chair.

[सरदार सुखदेव सिंह ढिंडसा]

गलत काम किया गया है, यह पार्लियामेंट के साथ मज़ाक हुआ है, काँस्टीट्यूशन की तौहीन की गई है। इसके बारे में सरकार को कोई न कोई ऐक्शन जरूर लेना चाहिए।

श्री उपसभापति : इन्होंने जो * के खिलाफ बोला है, that is expunged. Whatever is spoken against the * is expunged. ...(*Interruptions*)...

SHRI NARESH GUJRAL (Punjab): Sir, it is * ...(*Interruptions*)... Sir, the Government of India has confirmed it. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: No, no. That is correct. But, you cannot discuss the action of the * other than through a substantive motion. If you bring a motion, I have no problem. बाकी सब तो ठीक है, लेकिन जो * के खिलाफ कहा है, सिर्फ उतना एक्सपंज करेंगे। बाकी सब रहेगा। ...(*Interruptions*)... Now, Shri Bhunder. Are you associating? You can only associate. No, no. ...(*Interruptions*)... The point is, you can associate, if you want ...(*Interruptions*)...

श्री शादी लाल बत्रा (हरियाणा) : सर, इससे हरियाणा सरकार अफेक्ट हुई है, इसलिए इस पर मैं कुछ कहना चाहूंगा।

श्री उपसभापति : नहीं, उसको एक्सपंज कर दिया है।

श्री बीरेन्द्र सिंह (हरियाणा) : ऑनरेबल मेम्बर ने * के खिलाफ जो बात कही है, वह अलग बात है। इसके साथ मैं यह कहना चाहता हूँ कि इस तरह का बिल पास करने के लिए हरियाणा सरकार के पास काँस्टीट्यूशनल एथॉरिटी है। अगर ऐसा नहीं होता तो दिल्ली में अलग SGPC कैसे बनती? हमारी सरकार को इसका पूरा संवैधानिक अख्तियार है। ...(*व्यवधान*)... जब 1925 में SGPC बनी ...(*व्यवधान*)... Mr. Deputy Chairman Sir, this is with the consent of 99 percent of Sikh leaders of Haryana. ...(*Interruptions*)...

SHRI NARESH GUJRAL: The * has no authority. ...(*Interruptions*)... The * does not have the authority to sign. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: If you want to raise it, you can raise it later. ...(*Interruptions*)...

सरदार सुखदेव सिंह ढिंडसा : सर, यह पार्लियामेंट के द्वारा पास किया गया है।

SHRI BIRENDER SINGH: They demanded this. ...(*Interruptions*)... Therefore, it is given. ...(*Interruptions*)...

MR. DEPUTY CHAIRMAN: Now, Shri Bhunder to associate. Is he there? Not present. Shri P. Rajeeve.

Delay in delivery of passports in the country

SHRI P. RAJEEVE (Kerala): Thank you Mr. Deputy Chairman, Sir.

I would like to draw the attention of the House to an important matter. Thousands of Indian citizens are waiting after submitting application for getting Passport for several months. The delivery of Passport has been delayed due to non-availability of blank Passport booklets. The people affected on account of scarcity are applicants who have applied through regular manner. There are two different rules — one is for normal route and the second one is Tatkal route. If we are submitting through Tatkal route, the Passport Officer should give Passport within three days. Now, they are not ready to accept application itself. It is because if they accept application, they have to issue Passport within three days; it is mandatory. Now, they are not ready to accept applications for Passport through Tatkal route. So, the people are forced to submit applications through normal route and have to wait for several months for getting Passports.

Sir, the Indian Security Press in Nasik, owned by the Central Government, is the sole authority in the country to print currency, bank notes, Passports and postage stamps. It was reported in the media that this press is working with just about half of its usual capacity. That is the main reason for non-availability of Passport booklets. Thousands of people who applied for Passport through normal procedure had to put on hold their plans to travel overseas. Hon. Deputy Chairman is very well aware that thousands of people from our State who are seeking employment in Gulf countries, such as UAE, Saudi Arabia, etc., are compelled to put off their plans to go abroad. Most of them get Visa under Group Visa Scheme. Sir, the situation is the same in all Passport Offices in our country. Everyday several people call us for getting some relief from this. We are trying to contact Passport Offices, but they are helpless due to lack of blank Passport booklets. This is a very serious issue.

So, I urge the Government to intervene in this issue and ensure the availability of blank Passport booklets and issuance of Passports on time.

SHRI SITARAM YECHURY (West Bengal): Sir, I associate myself with the Zero Hour submission made by my colleague.

SHRI K. N. BALAGOPAL (Kerala): Sir, I associate myself with the Zero Hour submission made by my colleague.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the Zero Hour submission made by my colleague.

SHRI D.P. TRIPATHI (Maharashtra): Sir, I associate myself with the Zero Hour submission made by my colleague.

SHRI D. BANDYOPADHYAY (West Bengal): Sir, I also associate myself with the Zero Hour submission made by my colleague.

**Failure in completion of bridge on National
Highway at Sopore, Kashmir**

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Deputy Chairman, Sir, the Border Roads Organisation has become entirely defunct in its operations in the field. This Organisation is so defunct, it saddens us to realise that in ten years they have not been able to complete a bridge on the National Highway at Sopore. The entire north Kashmir is in difficulty. This partly happens because the retired Army officers are put in charge as Chief Engineers. The present person goes to office without accomplishing any business. The Chief Minister of the State also went public on this issue and he said that we shall lead a protest march on the road against the Border Roads Organisation. I have been in touch with the Government of India, but nothing seems to move. One of the most senior leaders of the Government of India, the Leader of the House is present here and I request him to kindly investigate why a bridge on the National Highway at Sopore could not be completed in ten years. This is on record. On flimsy grounds, it is not being completed. The entire Governments in Jammu State is in difficulty and the people in north Kashmir are being put to a great hardship.

I would like to have a statement from the Leader of the House, who is present here, as to why it has happened. The retired Major General should be removed and somebody should investigate why the Government money, the tax-payers' money has been wasted in Jammu and Kashmir on the construction of this bridge, which could not be completed in ten years.

**Overcharging of patients by the hospitals for medical devices
like stents, implants and pace-makers**

SHRI SHANTARAM NAIK (Goa): Sir, the hon. Health Minister is in this House and I request him to pay some attention to the issue I am raising. The cost of medical devices like stents and pacemakers is enough to give anyone a heart attack, says a newspaper report. According to 'The Times of India' report, "Patients were being forced to pay double or even triple the price for medical devices at hospitals. As most of these are not available in the open market, patients can't check prices and are held hostage by hospitals, which force them to buy at the price they quote."

It is said that margins on devices is very high. And profits with respect to sale of these devices, which include stents, implants and pacemakers to artificial joints, titanium plates

for fractures, and valves could range as high as 30 per cent. In fact, devices, medicines and diagnostics could account for as much as 70 per cent of a hospital's profit. Some very reputed doctors, as per the reports, are confirming this aspect. Experts feel that making it mandatory to declare the maximum retail price on each device could help cap the price and make companies compete, to offer lower prices.

However, doctors point out that having an MRP has not prevented profiteering in medicines with the MRP being fixed high enough to accommodate commissions, since there is no limit on what the MRP can be. Moreover, while MRP is mandatory on everything manufactured in India, many devices are imported, and escape this stipulation. Medical device like an implant is of the same level, as a syringe or bandage. If those can be bought in pharmacies, why not devices?

Giving permission to hospital to trade in these devices with no control on pricing, adds to the financial agonies of patients, who cannot afford high medical costs. Many Government hospitals in the country require patients to buy even normal medicines from outside. India is also known for medical tourism but rates which are charged for patients who come to India for taking medical treatment in the country. However, the charges made for Indian patients should be reasonable and affordable to Indian patients.

MR. DEPUTY CHAIRMAN: Thank you, Mr. Naik. Mr. Sharad Yadav, I will give you time. This time is now for association. There is ample time available. I will call you. Now, Shri Bhupinder Singh. ...*(Interruptions)*... What is the matter? ...*(Interruptions)*... You stand up and say, "I associate" ...*(Interruptions)*... Those who want to associate should stand up and say that they associate themselves with the subject. ...*(Interruptions)*...

DR. M.S. GILL (Punjab): Sir, I associate myself with it.

श्रीमती विप्लव ठाकुर (हिमाचल प्रदेश): महोदय, मैं इस विषय से स्वयं को संबद्ध करती हूँ।

श्रीमती रजनी पाटिल (महाराष्ट्र): महोदय, मैं इस विषय से स्वयं को संबद्ध करती हूँ।

डा. विजयलक्ष्मी साधौ (मध्य प्रदेश): महोदय, मैं इस विषय से स्वयं को संबद्ध करती हूँ।

श्री शादी लाल बत्रा (हरियाणा): महोदय, मैं इस विषय से स्वयं को संबद्ध करता हूँ।

श्री प्रवीण राष्ट्रपाल (गुजरात): महोदय, मैं इस विषय से स्वयं को संबद्ध करता हूँ।

MR. DEPUTY CHAIRMAN: Kindly note all those who are associating themselves with it. However, our Minister himself is a doctor. This point raised by Shri Shantaram Naik is very important because every patient who goes to the hospital experiences high costs and high charges. Mr. Minister, can you do something about it?

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): Sir, the new Government is in the process of formulating a new Health

[Dr. Harsh Vardhan]

Policy, and I can assure the Members that we are going to address all these very serious concerns of the Members. They will certainly be addressed in the new Health Policy.

Omission of sprinter Dutee Chand from Commonwealth Games squad

SHRI BHUPINDER SINGH (Odisha): Mr. Deputy Chairman, Sir, as you know the Commonwealth Games are going to be held at Glasgow. A girl from a poor family of Odisha, Dutee Chand, for no fault of her, has been denied the permission to participate in the Commonwealth Games. It is good that the hon. Railway Minister is also present here because she is an employee of the railways. Sir, this poor girl brought laurels not only for Odisha but also for the country in the Asian Games. She has been denied the chance to participate in the Commonwealth Games because of the genetic study which was taken on her. Her genetic study was undertaken without her knowledge. She has not been taken into confidence for this genetic study. There are norms as to how such cases are examined. After the examination, she made her statement in newspapers and to the public that she was taken to a doctor, but she did not know for what test she was taken there. After the test was over, those reports should be kept confidential. The report was to be shown to the coach, the athlete and her family members. But, no family member was present when she was taken for that examination by a doctor.

Sir, the most unfortunate thing is that she was forced to sign on an undertaking after all the tests were made and their reports came. When she asked as for what reason she should give an undertaking, she was told by others that if she did not give that undertaking, then, she would be debarred from participating in the Commonwealth Games.

Sir, our hon. Chief Minister, Shri Naveen Patnaik, sent two lady coaches to Bangalore to know as to what was really happening there because she was totally depressed. Suppose, something is wrong in her genetic tests, then, that should have been rectified. I want to know whether there was some complaint against her. Who has complained against her? On whose complaint was that test conducted? All these things are not known to the athlete. This is another unfortunate part. ...*(Interruptions)*...

Sir, from our Government. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay; time over. ...*(Interruptions)*... What is your demand? You say that and finish. ...*(Interruptions)*... Shri Derek O'Brien, Shri Tapan Kumar Sen and all others are associating themselves with it. ...*(Interruptions)*...

SHRI BHUPINDER SINGH: Sir, she is going to be P.T. Usha in future. ...*(Interruptions)*...

SHRI DEREK O'BRIEN (West Bengal): Sir, I associate myself with this subject.

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with it.

SHRIMATI JAYA BACHCHAN (Uttar Pradesh): Sir, I also associate myself with it.

SHRI A.V. SWAMY (Odisha): Sir, I associate myself with it.

SHRIMATI SAROJINI HEMBRAM (Odisha): Sir, I also associate myself with it.

SHRI PYARIMOHAN MOHAPATRA (Odisha): Sir, I associate myself with this subject.

श्रीमती विप्लव ठाकुर (हिमाचल प्रदेश) : महोदय, मैं इस विषय से स्वयं को संबद्ध करती हूँ।

चौधरी मुनव्वर सलीम (उत्तर प्रदेश) : महोदय, मैं इस विषय से स्वयं को संबद्ध करता हूँ।

†چودھری منور سلیم (اثر پردیش) : مہودے، میں اس وشنے سے خود کو سمبڈھ

کرتا ہوں۔

SHRI D. RAJA (Tamil Nadu): Sir, I also associate myself with this.

MR. DEPUTY CHAIRMAN: Yes, all Members are associating themselves with it. ...*(Interruptions)*... Both sides of the House agree with it. Then, in that case, why not the Government look into it? ...*(Interruptions)*... Kindly look into it. ...*(Interruptions)*...

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): Yes, Sir. Sure, Sir.

Hike in power tariff in Delhi

SHRI K.N. BALAGOPAL (Kerala): Sir, this is regarding the huge power tariff hike, which recently came into force in Delhi. As per the reply, given by the hon. Minister, in response to a supplementary put by hon. Member, Shri D.P. Tripathi, the Government has accepted that there is a hike in power tariff and the Electric Act, 2003, empowers the appropriate Commission to fix tariffs in accordance with the provisions of the Act. They also accepted that there is 8 to 9 per cent hike in power tariff in Delhi. There was a hike of 7-8 per cent, last February also. The whole country is astonished at this power tariff hike in Delhi because in the last Assembly Elections in Delhi the power tariff hike was the most-debated issue. And, the Congress Government, which was in power, was uprooted by a new party AAP. They formed the Government in Delhi, though they did not have majority. The BJP was also not able to form a Government because they were

†Transliteration in Urdu script.

[Shri K.N. Balagopal]

not raising their voice against the power tariff hike. I am raising this issue now because, at present, the Central Government is responsible for power tariff hike in Delhi. Two days back, the hon. Finance Minister presented, the Budget for Delhi. Delhi is under Central rule. As per the directions of the Supreme Court and the High Court, the C and AG is auditing the power companies in Delhi. It is not a good practice to hike the power tariffs when the C and AG audit of the companies is going on. The Government is saying that the Regulatory Commission is doing that. But, last Friday, the Planning Minister said in this House that the Regulatory Commission, in difficult sectors, requires re-examination, and the Government will make some framework for that. On the one hand, the Government is saying that the Regulatory Commissions are not functioning properly; on the other hand, in the name of the Regulatory Commission, the BJP Government is, again, allowing the rise in the power tariff in Delhi. It is not a good practice, especially because it is under the scrutiny of the High Court and the Supreme Court. If they have some respect for the verdict given to them by the people in the last elections, the Government will have to re-look into the matter. (*Time-bell rings*)

Atrocities against dalits in various States of the country

श्री अवतार सिंह करीमपुरी (उत्तर प्रदेश) : सर, मैं आपके माध्यम से सरकार के ध्यान में बहुत ही गंभीर इश्यू लाना चाहता हूँ कि देश के अंदर दलितों के ऊपर अत्याचार बड़े पैमाने पर हो रहे हैं। चाहे हम किसी भी प्रदेश की बात कर लें, आप एन.सी.आर.वी. से चैक कर सकते हो, हरियाणा प्रदेश में मिर्चपुर गांव में दलितों के घरों को जलाया गया था। अभी तक उनको अपने गांव में वापस भेजने की व्यवस्था तथा सिक्वोरिटी की व्यवस्था नहीं हो पाई है। इसी तरह से पंजाब में संगरूर जिले में बलदपुर गांव में जो जमीन की ऑक्शन होनी थी तथा इसमें दलितों का जो शेयर था, उन रूल्स का वॉयलेशन करके किसी और को देने के नजरिए से दलितों के ऊपर पुलिस का बेतहाशा तशद्दुद किया गया। उसमें 27.06.2014 को 97 नंबर एफ.आई.आर. दर्ज हुई। उसके तहत 41 निर्दोष दलितों को जेल भेज दिया गया और उस घटना में 15 दलित जख्मी हुए जो कि हॉस्पिटल में भर्ती हैं। मैं आपके माध्यम से सरकार से अपील करता हूँ कि यह जो गलत एफ.आई.आर. दर्ज हुई है, सरकार इस पर विचार करके एफ.आई.आर. कैंसिल करे। जिन 41 निर्दोष दलितों को बेवजह जेल में रखा गया है, उनको रिहा किया जाए और जो दलित जख्मी हैं, उन्हें कम्पनसेशन दिया जाए। साथ ही पंचायत की जमीन में जो उनका हक है, वह पंचायत की जमीन उन्हें दिलाई जाए। इसी तरह से फरीदकोट डिस्ट्रिक्ट के झखरवाल गांव में जिन दर्जनों दलितों के घरों को तोड़ा व जलाया गया है, उन्हें बेघर किया गया है, उन्हें भी कम्पनसेशन दिया जाए।

महोदय, पंजाब में दलितों पर बेतहाशा तशद्दुद अत्याचार हो रहे हैं, मुनकपुर तहसील के बाऊपुर गांव में अभी भी दलितों का बाँयकॉट चल रहा है। इसी तरह गांव नसोल, सुनाम तहसील व मलेरकोटला तहसील में भी उनका बाँयकॉट चल रहा है। इस अन्याय के विरुद्ध केन्द्र की सरकार वहाँ दखल दे।

महोदय, वहां अकाली दल व बी.जे.पी. की मिली-जुली सरकार है। मैं आपके माध्यम से सरकार से अपील करता हूँ कि दलितों के साथ हो रहे अन्याय को रोका जाए। उनको इंसाफ मिले और उन्हें जमीन पर उनका हक दिलाया जाए तथा उनके खिलाफ चल रहे मुकदमे वापस लिए जाएं। धन्यवाद।

श्रीमती जया बच्चन (उत्तर प्रदेश) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करती हूँ।

श्री अली अनवर अंसारी (बिहार) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

श्री वी. हनुमंत राव (तेलंगाना) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

श्री हुसैन दलवाई (महाराष्ट्र) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

श्री तरुण विजय (उत्तराखंड) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

श्री देरेक ओब्राईन (पश्चिम बंगाल) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

श्री रामदास अटावले (महाराष्ट्र) : महोदय, मैं श्री करीमपुरी जी के उल्लेख से स्वयं को संबद्ध करता हूँ।

MR. DEPUTY CHAIRMAN: Yes. The names of all those who have associated themselves may be added. Shri Tapan Kumar Sen.

Disinvestment of shares of profit-making public sector units by the Government

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I rise to draw the attention of the House towards the retrograde move of disinvestment of the shares of profit-making public sector units, a move which is going on as a part of policy measure to contain fiscal deficit.

Sir, I beg to say that the entire trade unions of the country-right, left and centre; all-have been opposing this, and they staged a two-day countrywide strike against this retrograde measure to bring the Government to*. Unfortunately, they are yet to succeed on that.

Sir, disinvestment, as we believe, at this moment, is not at all a prudent economic

*Expunged as ordered by the Chair.

[Shri Tapan Kumar Sen]

measure. In the name of containing fiscal deficit, you are forgoing your right to have a recurring flow of income in the public exchequer in lieu of one-time gain in selling the shares. It is like selling the family property for consumption expenditure; Government must stop it. Moreover, all these disinvestments are being made in the most strategic sectors of economy like ONGC, like coal, like Steel Authority, etc., which are crucial for the country's economy and which are, at the same time, making regularly, every year, huge capital investment in the economy which even the Finance Minister in his Budget speech had admitted that total contribution to domestic investment in one single year by all the public sector companies together is more than ₹ 2,47,000 crore, and it came out of the surplus generated by the operational activities of the public sector. You are disinvesting such an important source of your capital investment to put it in the track of privatization. And, that is all about the neoliberal theory of deregulation and privatization on which rather the country is witnessing a relay race even after the change of the Government from this side to that side and everybody is claiming that 'this was the policy during my time and you are following the same policy', and things like that. I think that is not going to address the basic issue which the country is facing today. Even that time, the hon. Finance Minister had talked that it cannot be taken in an industry-specific way. Rather, we feel that public sector, by itself, which was developed as a bulwark for country's development, as Pandit Nehru told, should be taken in totality. Their surplus of more than six lakh crore rupees should be harnessed in further employment generating productive investment in the economy. And, for that what is important to be done immediately is that disinvestment must be stopped. The selling of their family silver must be stopped. This is a retrograde and disastrous method. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Time over. ...*(Interruptions)*...

SHRI D. RAJA (Tamil Nadu): Sir, I associate myself with the matter raised by the hon. Member.

SHRI ALI ANWAR ANSARI (Bihar): Sir, I too associate myself with the matter raised by the hon. Member.

श्री अरविन्द कुमार सिंह (उत्तर प्रदेश) : सर, मैं एसोसिएट करता हूँ।

SHRI SITARAM YECHURY (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member. ...*(Interruptions)*...

Sir, I would only like to remind them, since they are not associating, that it was Pandit Nehru who said that the public sector is the commanding heights of the Indian economy. But now, when it is being disinvested, nobody is associating with it! ...*(Interruptions)*...

DR. BHALCHANDRA MUNGEKAR (Nominated): Sir, I too associate myself with the matter raised by the hon. Member.

SOME HON. MEMBERS: Sir, we too associate ourselves with the matter raised by the hon. Member.

MR. DEPUTY CHAIRMAN: All hon. Members who wish to associate, may do so.

**Police excesses against women and children of a
village in Alwar, Rajasthan**

श्री अली अनवर अंसारी (बिहार): उपसभापति महोदय, आज मैं राजस्थान में मेवाती मुसलमानों के गांव में महिलाओं और बच्चों पर पुलिस अत्याचार की बर्बरता और अमानवीय घटक की बात को यहां उठाना चाहता हूं। अलवर जिले के किशनगढ़ में एक सीरमोली गांव है, जिसमें एक ईस्माइल का बास (टोला) है। अलवर पुलिस ने एक कोबरा पुलिस बल का गठन किया है, जो पूरे राजस्थान कहीं में नहीं है, जो वहीं है। वह पुलिस रात में वहां जाती है। उसकी ड्रेस अलग है, उसका मुंह ढका होता है, उसका बैज नहीं होता है, कोई महिला पुलिस नहीं होती है, वह रात में जाती है। यह किसी एक गांव की घटना नहीं है, तमाम मेवाती मुसलमानों के गांवों में इस तरह की वारदातें हो रही हैं। मैं यहां नाम भी गिनाऊंगा।

महोदय, आप जानते हैं, रमजान का महीना चल रहा है। वहां औरतें छत पर नमाज पढ़ रही थी एशा की नमाज पढ़ रही थीं, तरावी की इबादत कर रही थीं। वहां छूटन नाम की एक औरत है, उसको पुलिस ने डंडे से पीटा, लाठी से पीटा, जो मिसकीना उसकी पतोहू है, वह भी नमाज पढ़ रही थी, उसको भी पीटा और वकीला, जो एक गर्भवती औरत है, उसको भी बुरी तरह से पुलिस ने पीटा। उस बल का नेतृत्व एक आई.पी.एस. ट्रेनी अफसर कर रहा था, जिसने एब्यूजिव लैंग्वेज तक यूज़ की। उस घर के पंखें तोड़े, खाट तोड़ी और फिर वहां से दूसरी छत पर चले गए। वहां नूरजहां खड़ी थी, जो पहले नमाज पढ़ रही थी, वह अपने 6 महीने के बच्चे को लेकर खड़ी हो गई, उसके बगल में एक रईसन नाम की औरत खड़ी थी, उनको भी पुलिस वाले उसी तरह से पीटते हैं। उसके 6 महीने के बच्चे को उसकी गोद से निकाल कर पटक देते हैं। ...**(व्यवधान)**... महोदय, जब पटक देते हैं, तो उसका 10 साल का बेटा साहिल अपनी मां के सिर पर गिर जाता है, तो पुलिस उसको भी पीटती है और उसके मूंह में राइफल की नली घुसा देती है। जब मैं पिछले दिन वहां देखने के लिए गया, तो उसका आँठ फूला हुआ था।

महोदय, पुलिस यहीं नहीं रुकी। जो बगल में एक मस्जिद है, उस मस्जिद के बगल में हुजरा होता है, हुजरा इमाम के रहने की जगह होती है, यहां वह इबादत भी करता है, तो उस हुजरा की कुंडी तोड़कर पुलिस अंदर जाती है। उसक बाद मस्जिद में पुलिस घुसती है, मस्जिद के सेहन पर, मस्जिद के फर्श पर जूते पहन कर पुलिस के लोग जाते हैं और जो मस्जिद के अंदर में गर्भगृह है, ताला लगाकर इमाम बाहर आते हैं, तो इमाम को भी गाली देते हैं ...**(व्यवधान)**...*

*Not recorded.

MR. DEPUTY CHAIRMAN: Okay. Time over. ...(*Interruptions*)... Mr. Ansari, it is not going on record. ...(*Interruptions*)... Mr. Ansari, It is not going on record.

श्री अली अनवर अंसारी : *

श्री उपसभापति : खत्म हो गया। आपका रिकॉर्ड में नहीं आ रहा। आप बैठिए। ...(*व्यवधान*)... आप बैठिए। ...(*व्यवधान*)... रिकॉर्ड में नहीं आ रहा। All those who wish to associate, may associate.

श्रीमती कनक लता सिंह (उत्तर प्रदेश) : सर, मैं भी एसोसिएट करती हूँ।

श्रीमती जया बच्चन (उत्तर प्रदेश) : सर, मैं भी एसोसिएट करती हूँ।

चौधरी मुनव्वर सलीम (उत्तर प्रदेश) : सर, मैं भी एसोसिएट करता हूँ।

†چودھری منور سلیم (اثر پردیش) : سر، میں بھی ایسوسی-ایٹ کرتا ہوں۔

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the matter raised by the hon. Member.

SHIR D. BANDYOPADHYAY (West Bengal) : Sir, I too associate myself with the matter raised by the hon. Member.

श्री गुलाम रसूल बलियावी (बिहार) : सर, मैं भी एसोसिएट करता हूँ।

†جناب غلام رسول بلیاوی (بہار) : سر، میں بھی ایسوسی-ایٹ کرتا ہوں۔

श्रीमती कहकशां परवीन (बिहार) : सर, मैं भी एसोसिएट करती हूँ।

SHRI RITABRATA BANERJEE (West Bengal): Sir, I too associate myself with the matter raised by the hon. Member.

SHRI RAM NATH THAKUR (Bihar): Sir, I too associate myself with the matter raised by the hon. Member.

श्री हुसैन दलवई (महाराष्ट्र) : सर, मैं भी एसोसिएट करता हूँ।

डा. भालचन्द्र मुणगेकर (नाम-निर्देशित) : सर, मैं भी एसोसिएट करता हूँ।

कुछ माननीय सदस्य : सर, हम भी एसोसिएट करते हैं।

श्रीमती जया बच्चन : सर, माननीय मंत्री महोदया यहां बेठी हुई हैं और बहुत वरिष्ठ नेता भी हैं, तो माननीय सदस्य ने जो कहा, अगर उनको जानकारी है तो उसके जवाब में वे हाउस को एक आश्वासन तो दे दें। ...(*व्यवधान*)...

*Not recorded.

†Transliteration in Urdu script.

MR. DEPUTY CHAIRMAN: Would you like to react hon. Minister?

THE LEADER OF THE OPPOSITION (SHRI GHULAM NABI AZAD): The Home Minister should give a statement on this. ...*(Interruptions)*...

अल्पसंख्यक कार्य मंत्री (डा. नजमा ए. हेपतुल्ला) : सर, लॉ एंड ऑर्डर स्टेट का सब्जेक्ट है। जो माननीय सदस्य ने कहा है, मैं होम मिनिस्टर साहब तक वह पहुंचा दूंगी। ...*(व्यवधान)*...

श्री अली अनवर अंसारी : महिलाओं पर वर्षों से अत्याचार होते रहे हैं। ...*(व्यवधान)*...

श्री उपसभापति : प्लीज...प्लीज...*(व्यवधान)*.. उनको बोलने दीजिए। ...*(व्यवधान)*... You listen to the Minister. ...*(Interruptions)*... आप सुनिए। ...*(व्यवधान)*... आप बैठिए ...सुनिए...सुनिए। ...*(व्यवधान)*... आप बैठिए, मंत्री महोदया बोल रही हैं। आप सुनिए। ...*(व्यवधान)*...

श्री अविनाश राय खन्ना (पंजाब) : एक मिनट आप मंत्री जी की बात तो सुन लीजिए। ...*(व्यवधान)*... आप सुनना नहीं चाहते हैं। ...*(व्यवधान)*...

डा. नजमा ए. हेपतुल्ला : इन्होंने जो बात उठाई है, उसका ताल्लुक स्टेट गवर्नमेंट से है। यह लॉ एंड ऑर्डर का मैटर है।

श्री उपसभापति : लेकिन यह विमेन एंड चिल्ड्रन की बात है।

डा. नजमा ए. हेपतुल्ला : मैं होम मिनिस्टर साहब तक इस मामले को पहुंचा दूंगी और जो भी इन्क्वारी आवश्यक होगी, वे जरूर करेंगे।

श्री उपसभापति : यह विमेन एंड चिल्ड्रन की बात है, इसलिए यह हो सकता है। श्री तरुण विजय, आप बोलिए।

Beating of students of North-East resulting in death of a student in New Delhi

श्री तरुण विजय (उत्तराखंड) : उपसभापति महोदय, मैं आज मणिपुर के 29 वर्षीय युवक, शलोनी को गत रात जो पीट-पीटकर दिल्ली में मार दिया गया, उस घटना की भर्त्सना के लिए और उस परिवार के साथ पूरे सदन की सहानुभूति और हमदर्दी के लिए खड़ा हुआ हूँ।

महोदय, यह पहली घटना नहीं है। दिल्ली में लगातार उत्तर पूर्वांचल के बच्चों के साथ, युवक-युवतियों के साथ जो दानवी, पाशविक, अमानवीय अत्याचार हो रहे हैं, उनकी घटनाएं बढ़ती जा रही हैं। महोदय, यह वह उत्तर पूर्वांचल है, जहां से देश के सबसे ज्यादा बहादुर बच्चे, लड़के, फौजी मिलते हैं, जो भारत के तिरंगे के लिए जान देते हैं। यह वह पूर्वांचल है, जिसको सुंदरता में राम मनोहर लोहिया जी ने भारत का 'यक्ष प्रदेश' कहा था। यह वह पूर्वांचल है, जहां से रानी Gaidinliu हुईं, जिनको पंडित नेहरू ने, कोहिमा की जेल में जब वे मिलने गए, तो उनको रानी का खिताब दिया और श्रीमती गांधी ने उनको पद्मभूषण और स्वतंत्रता सेनानी का ताम्र-पत्र दिया था। 16 साल की उम्र में उन्होंने अंग्रेजों के साथ गुरिल्ला युद्ध किया था, लेकिन आप कितना जानते हैं पूर्वांचल के बारे में?

[श्री तरुण विजय]

महोदय, 29 जनवरी को नीडो तानिया की इसी नृशंसता और पाशविकता के साथ पीट-पीटकर हत्या कर दी गई थी। नीडो तानिया की मां, श्रीमती मारिया, अभी पिछले दिनों मेरे घर आई थीं और रोने लगीं। कहने लगीं, तरुण जी, हम लोगों का कुसूर क्या है? Just because we look different, just because we don't have enough educational institutions in the North-East. With a dream in our eyes and with aspirations in our heart, we send our children to study in Delhi, in Chandigarh, in Jalandhar and in Bengaluru. Is that our crime? Is that our crime that our names are not like yours? मेरा बेटा क्रिश्चियन था, पर हमने उसे रामकृष्ण मिशन के स्कूल में पढ़ाया। इसलिए पढ़ाया कि वह स्कूल अच्छा था। वह मुझसे कहता था, मां, मैं जब आऊंगा, तो आपको विवेकानन्द और रामकृष्ण जी की कहानी सुनाऊंगा। अब कौन सुनाएगा मुझे? ये पूर्वांचल के बच्चों के साथ दिल्ली के लोग क्या करते हैं? दिल्ली के लोग उन बच्चों को यह महसूस कराते हैं कि यह उनका घर नहीं है, यह शायद विदेश ही है। वे लोग यहां आकर कहते हैं कि क्या हम दिल्ली नहीं आ सकते? क्या यह भारत में नहीं है? क्या आप लोगों का हिन्दुस्तान, कोलकाता और गुवाहाटी के पार नहीं है? कितने लोग वहां के हीरोज, वहां के नायक, वहां के महापुरुषों के नाम हमें बता सकते हैं? कितने लोग वहां के नामों का उच्चारण कर सकते हैं? कितने लोग यह जानते हैं कि अरुणाचल की कोई विक्टिम है और उसको हर महीने यहां तीस हजारी अदालत में पेशी के लिए आना पड़ता है, अपना पैसा खर्च करके आना पड़ता है, होटल में रुकना पड़ता है, क्या सरकार उनके लिए विशेष व्यवस्था कर सकती है?

MR. DEPUTY CHAIRMAN: Your time is over. ...*(Interruptions)*... Time is over. ...*(Interruptions)*... Time is over. ...*(Interruptions)*...

श्री तरुण विजय : उसको यहां पर न आना पड़े ...*(समय की घंटी)*...

SHRI ANAND BHASKAR RAPOLU (Telangana): Sir, I associate myself with the issue raised by the hon. Member.

DR. BHALCHANDRA MUNGEKAR (Nominated): Sir, I associate myself with the issue raised by the hon. Member.

SHRI PANKAJ BORA (Assam): Sir, I associate myself with the issue raised by the hon. Member.

चौधरी मुनव्वर सलीम (उत्तर प्रदेश) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करता हूँ।

† **چودھری منور سلیم (اُتر پردیش)** : مہودے، میں مائے سلسلے کے ویکٹوے سے

خود کو سمبڈھ کرتا ہوں۔

डा. विजयलक्ष्मी साधौ (मध्य प्रदेश) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करती हूँ।

डा. अनिल कुमार साहनी (बिहार) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करता हूँ।

श्री मोहम्मद अदीब (उत्तर प्रदेश) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करता हूँ।

† جناب محمد ادیب (اثر پردیش) : مہودے، میں مائے سدسے کے ویکتوے سے خود کو سمبڈھ کرتا ہوں۔

डा. एम.एस. गिल (पंजाब) : महोदय, मैं भी इस विषय के साथ एसोसिएट करता हूँ।

SHRI D. RAJA (Tamil Nadu): Sir, I associate myself with the issue raised by the hon. Member.

श्री के.सी. त्यागी (बिहार) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करता हूँ।

श्री अरविन्द कुमार सिंह (उत्तर प्रदेश) : महोदय, मैं माननीय सदस्य के वक्तव्य से स्वयं को संबद्ध करता हूँ।

श्री मोहम्मद अली खान (आन्ध्र प्रदेश) : महोदय, मैं भी इस विषय के साथ एसोसिएट करता हूँ।

† جناب محمد علی خان (آندھرا پردیش) : مہودے، میں بھی اس وشنے کے ساتھ ایسوسی-ایٹ کرتا ہوں۔

MR. DEPUTY CHAIRMAN: Mr. Sukhendu Sekhar Roy, you have given the name. ... (Interruptions) ... You can associate. ... (Interruptions) ... All names should be noted. ... (Interruptions) ... Yes, Mr. Sukhendu Sekhar Roy, you have given your name. You can associate. ... (Interruptions) ... Yes, all the names should be noted.

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, I had given a separate notice.

MR. DEPUTY CHAIRMAN: Yes, you can associate.

SHRI SUKHENDU SEKHAR ROY (West Bengal): Sir, I just want to say a few lines.

Sir, with a heavy heart, I invite the attention of this House to what Mr. Tarun Vijay has said. I had also given a separate notice for that. In fact, communities with Mongoloid

† Transliteration in Urdu script.

[Shri Sukhendu Sekhar Roy]

features are being targeted. This is not an isolated incident that took place yesterday that a young man was beaten to death. Since January, three people from North-Eastern Region have been killed in different areas of Delhi and five people from North-Eastern Region have been assaulted brutally. Even one lawyer was assaulted in Tis Hazari Court by another group of lawyers. In broad daylight, this is happening in the National Capital!

Sir, most of the people from the North-Eastern Region are working in BPOs, beauty parlours, etc. The Home Minister visited the sister of the deceased yesterday and he was on record saying that it was a pre-planned attack, although Delhi Police has not subscribed to his views. Therefore, I demand that the Home Minister should make a statement in this House on this issue and the recommendations of the Bezbarua Committee on North-Eastern people, how they are subjected to racial discrimination, should also be... *(Interruptions)*...discussed by the hon. Minister.

SHRIMATI KANIMOZHI (Tamil Nadu): Sir, I associate myself with the matter raised by Shri Tarun Vijay.

SHRI D. BANDYOPADHYAY (West Bengal): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

DR. M.S. GILL: Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

MR. DEPUTY CHAIRMAN: Yes, I agree that it is a very serious matter. ...*(Interruptions)*... Yes, all the names will be noted. I would like to make an observation on this. ...*(Interruptions)*... I would like to say something. This is a very serious matter because the kind of discrimination on the basis of somebody's place of origin is an ethnic discrimination. It should not happen in our country where "सर्वधर्म समभाव" और "वसुधैव कुटुम्बकम्" is what has been taught to us. I don't see the Parliamentary Affairs Minister, but the hon. Minority Affairs Minister, a very experienced and senior Minister, is here. Kindly bring it to the notice of the Home Minister and we would like the Home Minister to inform the House as to what steps are being taken in this regard.

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA): Sir, I agree with the entire House that this discrimination should not be done. I will convey the sentiments of the entire House and yours to the hon. Minister for Home Affairs to take action on this.

SHRI P. RAJEEVE (Kerala): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

SHRIMATI JAYA BACHCHAN (Uttar Pradesh): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

SHRI K.N. BALAGOPAL (Kerala): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

SHRIMATI JHARNA DAS BAIDYA (Tripura): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

SHRI PYARIMOHAN MOHAPATRA (Odisha): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

SHRI M.P. ACHUTHAN (Kerala): Sir, I also associate myself with the matter raised by Shri Tarun Vijay.

MR. DEPUTY CHAIRMAN: Now, Shri Sharad Yadav.

Issue of civil services examination conducted by UPSC

श्री शरद यादव (बिहार) : उपसभापति महोदय, मैंने इस मामले में सात दिन से नोटिस दिया हुआ है। भारतीय भाषाओं में, हिन्दी को छोड़कर, नॉन हिन्दी इंडियन लैंग्वेज की जिस तरह से तबाही मची हुई है, यू.पी.एस.सी. के जो एग्जाम हैं ...(व्यवधान)... डी.ओ.पी.टी. के ऑनरेबल मिनिस्टर इस पर स्टेटमेंट देना चाहते थे।

MR. DEPUTY CHAIRMAN: Sharadji, can I say something? In this regard, the Minister has given a statement. एक स्टेटमेंट ले की है। ...(व्यवधान)... उन्होंने कल स्टेटमेंट ले की है और उसके बारे में क्लैरिफिकेशंस होने वाले हैं। The BAC will decide as to when the clarifications will be taken up.

SHRI SHARAD YADAV: Sir, please listen to me for one minute. सर, हजारों बच्चे मुखर्जी नगर में, पार्लियामेंट में, प्राइम मिनिस्टर के यहां, मेरे घर के बाहर बैठे हैं। मैं कहना चाहता हूँ कि मैं आपकी बात को बिल्कुल मानता हूँ कि इस पर क्लैरिफिकेशंस होंगे। जब तक क्लैरिफिकेशंस होंगे, तब तक तो बहुत देर हो जाएगी। मैं आपको एक ही आंकड़ा देता हूँ यानी तमिल विद्यार्थी 2008 में 98 थे, 2009 में 90 हो गए, 2010 में 38 हो गए, और 2011 में 14 हो गए। इसी तरह से तेलुगू के विद्यार्थी आज 170 हैं। ये 2008 और 2009 में 85 थे, 2010 में 69, 2011 में 29 हो गए। मेरा आप से यह कहना है कि ...(व्यवधान)... सिर्फ एक शब्द, एक मिनट, कि इसमें जितना डिले होगा, उतना लोगों पर इसका असर पड़ेगा। आज लोग भूख हड़ताल कर रहे हैं और उनके ऊपर लाठीचार्ज हो रहा है। उनको टेंट नहीं लगाने दे रहे हैं। वे हर एम.पी. के पास जा रहे हैं। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: We will have clarifications. ...(Interruptions)...

श्री शरद यादव : ऐसा कोई एम.पी. नहीं है, जिसके पास न गए हों। ...(व्यवधान)... वे आपके पास भी गए हैं। ...(व्यवधान)...

MR. DEPUTY CHAIRMAN: There will be clarifications. ...*(Interruptions)*...

SHRI SHARAD YADAV: You know this, Sir. ...*(Interruptions)*... This is the language problem. ...*(Interruptions)*...

श्री उपसभापति : शरद जी, आप बैठिए। ...*(व्यवधान)*... आप लोग भी बैठिए। ...*(व्यवधान)*...

श्री शरद यादव : नहीं-नहीं सर, ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: All of you resume your seats. Please. ...*(Interruptions)*... We are going to have clarifications. Sharad ji, please sit down. शरद जी, अभी आप बैठिए। ...*(व्यवधान)*... ठीक है, क्लेरिफिकेशंस होने वाले हैं। ...*(व्यवधान)*...

श्री शरद यादव : सरकार को तत्काल इस पर ...*(व्यवधान)*... करना चाहिए। ...*(व्यवधान)*...

श्री उपसभापति : ठीक है, ...*(व्यवधान)*... शरद जी, हो गया। ...*(व्यवधान)*...

SHRI V. HANUMANTHA RAO (Telangana): Sir, this problem. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Hanumantha Rao, please sit down. ...*(Interruptions)*... We will do that. आप बैठिए, आप बैठिए। ...*(व्यवधान)*...

श्री अली अनवर अंसारी (बिहार) : सर, यह पूरे देश में हो रहा है। ...*(व्यवधान)*... मंत्री जी बैठे हुए हैं, ...*(व्यवधान)*...

SHRI P. RAJEEVE (Kerala): Sir, when are we going to have clarifications? ...*(Interruptions)*...

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, when will the clarifications take place? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We will discuss it in the morning and decide it. ...*(Interruptions)*... Maitreyanji, Sharadji, please. आप बैठिए, आप बैठिए। ...*(व्यवधान)*... आप अभी बैठिए। ...*(व्यवधान)*... आप लोग बैठिए। ...*(व्यवधान)*... शरद यादव जी, बैठिए। ...*(व्यवधान)*... आप बैठिए। ...*(व्यवधान)*...

SHRI V. HANUMANTHA RAO: Mr. Deputy Chairman, Sir, the Government should. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Maitreyanji. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... I am on my legs. ...*(Interruptions)*... Please sit down. I am on my legs. Sit down. The Government has already made a Statement. The Statement was laid on the Table of the House. We can have clarifications on that and then the Members can ask questions. Now, this matter is over.

SHRIMATI KANIMOZHI (Tamil Nadu): Sir, this is a serious matter. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: It is over. Now, Shri D. Raja. ...*(Interruptions)*... Others may please sit down. I have called Mr. Raja. ...*(Interruptions)*... We will decide it in the morning meeting.

श्री शरद यादव : उपसभापति जी ...*(व्यवधान)*...

श्री उपसभापति : शरद जी, हम मॉर्निंग मीटिंग में डिसाइड कर लेंगे। ...*(व्यवधान)*... We will decide in the meeting. ...*(Interruptions)*... No, no. I have called Mr. Raja. ...*(Interruptions)*...

SHRIMATI KANIMOZHI: We have been waiting for the clarifications to take place. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Najmaji, do you want to say something on this? ...*(Interruptions)*... Please listen to the Minister. ...*(Interruptions)*...

THE MINISTER OF MINORITY AFFAIRS (DR. NAJMA A. HEPTULLA): Sir, the Statement is laid on the Table of the House. As you directed from the Chair, whenever the matter comes up, hon. Members can seek clarifications. That is the procedure in our House. I will request the Chair to give time so that the Minister can answer. It cannot be answered when the matter is not...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Agreed. That is what I said. ...*(Interruptions)*... No, no.

DR. NAJMA A. HEPTULLA: I understand this. ...*(Interruptions)*... The Chair should give some time...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Yes, yes. We will give time.

DR. NAJMA A. HEPTULLA: The Government is ready.

MR. DEPUTY CHAIRMAN: Okay. The Government is ready. ...*(Interruptions)*... Nothing more on that, please. Mr. Raja, please don't speak on this issue. ...*(Interruptions)*...

SHRI D. RAJA (Tamil Nadu): Sir, this is not on this subject. Sir, I have given a notice. I want to raise an issue of public importance and I hope the entire House will support me. Sir, thousands of scheme workers are sitting on a *dharna* at Jantar Mantar in the National Capital. They are all women workers. They are all *anganwadi* workers under the ICDS, mid-day meal workers, and, ASHA workers.

MR. DEPUTY CHAIRMAN: Please give notice. ...*(Interruptions)*...

SHRI D. RAJA: I have given the notice. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Notice under what rule?

SHRI D. RAJA: Today, they are sitting on *dharna*. The issue is that they are not given the status of a worker. They are not getting minimum wages. They are not getting any social security benefit. Sir, 45th Session of the Indian Labour Conference has unanimously... ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no. You please give notice.

SHRI D. RAJA: Sir, these women workers must be given workers' status and they should get all benefits. These women workers must be given workers' status (*Time-bell rings*) and they should get all the benefits. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay, okay. ...*(Interruptions)*... It is okay. ...*(Interruptions)*... Now, the Railway Budget ...*(Interruptions)*... You made your point. ...*(Interruptions)*...

SHRI D. RAJA: Sir, the HRD Minister ...*(Interruptions)*... the youngest Cabinet Minister, a very efficient Minister is sitting here. (*Time-bell rings*)

MR. DEPUTY CHAIRMAN: It is okay...*(Interruptions)*...Please...*(Interruptions)*...

SHRI D. RAJA: Let her respond to this issue. It is an issue concerning women workers. ...*(Interruptions)*... Let us find some time to discuss the issues concerning women. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I told you that you can ...*(Interruptions)*... You give a notice. ...*(Interruptions)*...

SHRI D. RAJA: They are ordinary workers. They are getting only three thousand, five hundred ...*(Interruptions)*... They are helpless. ...*(Interruptions)*... Who should discuss these issues? ...*(Interruptions)*... They are sitting on *dharna*. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... Don't get agitated. ...*(Interruptions)*... Do you want to say something on this? ...*(Interruptions)*...

श्री अली अनवर अंसारी : उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूँ।

डा. अनिल कुमार साहनी (बिहार) : उपसभापति जी, मैं स्वयं को इससे संबद्ध करता हूँ।

SHRI TAPAN KUMAR SEN (West Bengal): Sir, I associate myself with the point raised by the hon. Member. ...*(Interruptions)*... There is a recommendation of the Indian Labour Conference. ...*(Interruptions)*... Why is it not being implemented? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Please sit down. ...*(Interruptions)*... Okay, please sit down. ...*(Interruptions)*... We shall now take up The Budget (Railways) 2014-15. ...*(Interruptions)*...

SHRI D. RAJA: Sir, the hon. Minister got up to say something. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no; not for this. If she has got up for this, I am agreeable. ...*(Interruptions)*... She did not get up for this. ...*(Interruptions)*... Anyhow, you have made your point. Please, sit down. ...*(Interruptions)*... You have made your point. Please sit down. ...*(Interruptions)*...

SHRI D. RAJA: You please ask her, Sir.

MR. DEPUTY CHAIRMAN: No, no; I cannot ask her.

SHRI D. RAJA: Sir, she got up. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, no. I allowed you. That is okay. The Budget (Railways) 2014-15, the Appropriation (Railways) No. 2 Bill, 2014 and the Appropriation (Railways) No. 3 Bill, 2014 are being taken together. We were already discussing them and let me continue with the discussion. Shri Ghulam Nabi Azad.

THE BUDGET (RAILWAYS) 2014-15

AND

GOVERNMENT BILLS

(i) The Appropriation (Railways) No. 2 Bill, 2014

(ii) The Appropriation (Railways) No. 3 Bill, 2014 — Contd.

विपक्ष के नेता (श्री गुलाम नबी आज़ाद) : माननीय डिप्टी चेयरमैन साहब, इससे पहले कि मैं रेलवे बजट पर चर्चा करूँ, मैं रेलवे मंत्री जी को बधाई देता हूँ। मैं इन्हें तब से जानता हूँ जब ये कर्णाटक के चीफ मिनिस्टर थे। ये बहुत शरीफ आदमी हैं, लेकिन यहां आकर बी.जे.पी. के माहौल में रह कर उसी रंग में रंग गए हैं। ये जब तक कर्णाटक में थे, तब तक बहुत अच्छे थे। गवर्नमेंट और माननीय रेलवे मंत्री जी रेल विभाग को कैसे चलाएंगे, मैं उस पर कोई टिप्पणी नहीं करना चाहूंगा, लेकिन जो आज की सरकार है, उसे याद दिलाना चाहूंगा कि उसने इलेक्शन के दौरान बहुत वादे किए थे। उसने हर क्षेत्र, हर विभाग में परिवर्तन लाने की बात कही थी, उनके द्वारा लोगों को बड़े-बड़े सपने दिखाए गए थे, उनसे बड़े-बड़े वादे किए गए थे। मैं माननीय प्रधान मंत्री जी, जो आज की सरकार के लीडर हैं, उनकी एक स्पीच को कोट करता हूँ, “यू.पी.ए. ने कुछ किया ही नहीं, किसी ने सोचा ही नहीं, कुछ किया होता, कुछ तो सोचा होता।” मैं बताना

[श्री गुलाम नबी आज़ाद]

चाहता हूँ कि अभी पिछले दो महीनों के अंदर माननीय प्रधान मंत्री जी और कुछ मंत्रियों ने राष्ट्रीय स्तर के जो चार बड़े प्रोग्राम्स अटैण्ड किए हैं, उनमें शामिल हुए हैं, उनमें एन.डी.ए. की सरकार ने सबसे पहले आते ही, 30 जून को श्री हरिकोटा से चार विदेशी मुल्को-फ्रांस, जर्मनी, कनाडा और सिंगापुर के पांच सैटेलाइट्स, PSLV C-23 ऑर्बिट में भेजे। इसके तुरंत बाद 4 जुलाई को एक मॉडर्न रेलवे स्टेशन पर जो रेलगाड़ी कटरा पहुंची है, उसका उद्घाटन माननीय प्रधानमंत्री और रेलवे मंत्री ने किया है। 4 जुलाई को ही उन्होंने कश्मीर के अन्दर उरी में 240 मेगावाट उरी-II हाइड्रोइलेक्ट्रिक प्रोजेक्ट का उद्घाटन किया। इन तीनों में स्वयं प्रधान मंत्री जी रहे। इसके साथ-साथ ही सेमी हाई स्पीड ट्रेन का ट्रायल रन हुआ, जो आपसे सम्बन्धित है। तीनों में दो उद्घाटन आपसे सम्बन्धित हैं— कटरा एवं दिल्ली और आगरा के बीच का ट्रायल। अगर यह यू.पी.ए. गवर्नमेंट इतनी कमजोर थी, जिसने कुछ सोचा ही नहीं था, कुछ किया ही नहीं था, तो एक-डेढ़ महीने के अन्दर आपने इतने बड़े-बड़े फंक्शंस कैसे अटेंड किए? ये किसने एरेंज किए थे? इनको कौन कर रहा था? अभी सैकड़ों ऐसे उदाहरण आएंगे। अभी इस सरकार को पांच साल सिर्फ उद्घाटन करने में लगेंगे, जितना काम यू.पी.ए. गवर्नमेंट ने किया है। हमने हर क्षेत्र में इतने प्रोजेक्ट्स दिए हैं कि अगर आप इससे डबल मंत्री भी लगाएंगे और वे 24 घंटे उद्घाटन ही करते रहेंगे, तो यू.पी.ए. के 10 सालों के जितने प्रोजेक्ट्स हैं, पूरे पांच सालों में आप उनका उद्घाटन नहीं कर पाएंगे। यू.पी.ए. और एन.डी.ए. में फर्क इतना है कि आपकी पैकेजिंग का कोई जवाब नहीं। बिल्कुल, उसमें तो आप दुनिया की किसी प्राइवेट कम्पनी को मात दे सकते हैं। अगर आप पैकेजिंग या एडवर्टाइजिंग के बिजनेस में आ जाएं, तो दुनिया की बड़ी-से-बड़ी इंटरनेशनल एडवर्टाइजिंग एजेंसी का दीवाला निकल जाएगा। इसमें हम कमजोर हैं। हम 24 घंटे काम करते हैं, लेकिन हम पैकेजिंग में जीरो हैं। मुझे इसे एक्सेप्ट करने में कोई संकोच नहीं है, लेकिन आप पैकेजिंग में हीरो हैं, इससे भी मैं इनकार नहीं कर सकता हूँ। ऐसा नहीं है कि पिछली सरकार सोई हुई थी, उसने कुछ किया ही नहीं। एन.डी.ए. और बी.जे.पी. की लीडरशिप ने भारत की जनता के सामने यू.पी.ए. और कांग्रेस लीडरशिप को इस तरह से पेश करने की कोशिश की।

माननीय डिप्टी चेररमैन साहब, अब मैं रेलवे बजट की तरफ आना चाहता हूँ। My dear friends, now I am going to read a few lines from paragraph five of the speech of the hon. Railway Minister which he delivered on 8th July, 2014 while presenting the Railway Budget. I am quoting hon. Railway Minister. He said, "I know that everybody feels that they have a solution for the challenges which Indian Railways face. I too thought so when I was an outsider to this system before I was exposed to the intricacies and complexities of this vast organization. Now, I am overwhelmed with the enormity of my responsibility in fulfilling these expectations as Minister of Railways."

My dear friend, to make a lot of promises outside about so many things using rhetoric is one thing. But once you are in the chair, you find how difficult the task is. I am very happy that you have said that now you have realized how difficult it is. I am sure my hon. friends on the other side who are Ministers will also realise this. You were a Chief Minister. A number of other leaders were also Chief Ministers. I was also a

1.00 P.M.

Chief Minister. You have had the experience of running a State Government as Chief Minister. But running a federal Government of this size and population is the most difficult task. Whatever one might have promised during election campaign, but after taking over different positions in the Government of India in Delhi, you all will find that it is a very difficult task for you. सबसे पहले आप लोगों ने कहा, माननीय प्रधान मंत्री जी और माननीय रेलवे मिनिस्टर साहब ने कहा कि हमारे प्रिडिसेसर्स बड़े क्रिटिकल थे। फिर उन्होंने कहा कि जो नई रेलवे लाइनें बिछाई गईं, वो इर्रेशनल थीं। लेकिन मैं यहां सदन को बताना चाहता हूं कि जो ग्यारहवीं पंचवर्षीय योजना का काल था, उन पांच सालों के अन्दर 2,207 किलोमीटर नई रेलवे लाइनें बिछाई गईं, 2,758 किलोमीटर रेलवे लाइंस को डबल किया गया और 4,556 किलोमीटर रेलवे लाइंस को इलेक्ट्रिफाई किया गया। सिर्फ 2013-14 के अन्दर 1,532 किलोमीटर रेलवे लाइंस को डबल भी किया और उनका गेज कन्वर्जन भी किया। हमारा टारगेट क्या था? हमेशा सरकारें टारगेट पूरा करने में बहुत पीछे रहती हैं, लेकिन यहां हमारा टारगेट था, 1,525 किलोमीटर, जबकि गवर्नमेंट ने 1,532 किलोमीटर का काम किया। इस तरह हमने टारगेट से भी ज्यादा नई रेलवे लाइंस बिछाने या रेलवे लाइंस को डबल करने या गेज कन्वर्जन का काम किया गया।

ग्यारहवीं पंचवर्षीय योजना में 64,875 नये वैगंस ऐड किए, 1,258 नये डीजल लोकोज ऐड किए और 1,218 नये इलेक्ट्रिक लोकोज ऐड किए। मुझे यह बताते हुए बहुत खुशी है कि यू.पी.ए. सरकार के दौरान, 2013 में भारत की रेलवेज ने, विश्व की पांच बड़ी रेलवेज का जो एलीट क्लब था, उसको ज्वाइन किया। इसमें 8 बिलियन टन एनुअल फ्रेट का टारगेट पूरा किया गया।

माननीय रेलवे मंत्री जी, आपने बुलेट ट्रेन का जिफ्र किया। आपको मैं यह याद दिलाना चाहता हूं कि यू.पी.ए. लीडर और हमारे देश के प्रधान मंत्री डा. मनमोहन सिंह और जापान के प्रधान मंत्री के बीच मई, 2013 को मुलाकात हुई, जिसमें मुम्बई-अहमदाबाद हाई स्पीड कॉरिडोर के बारे में एक ज्वाइंट फीजिबिलिटी स्टडी हुई। इको-फाइनांस करने वाले थे इंडियन रेलवेज और जापान इंटरनेशनल कोऑपरेशन एजेंसी और यह काम दिसम्बर, 2013 में ही शुरू हो गया, to be completed in eight months. इस तरह यह काम पहले से ही शुरू हो चुका था। उसी कॉरिडोर के अन्दर business development study was undertaken by the French Railways, जो कि अप्रैल, 2014 में खत्म होने वाली थी। फर्क सिर्फ इतना है कि हमारे बजट में हमने इसके लिए हाई स्पीड कॉरिडोर की बात कही थी। हाई स्पीड, यानी 250 किलोमीटर से ज्यादा। आम तौर पर हमारी जो ट्रेनें हैं, वे 80, 90 या 100 किलोमीटर प्रति ऑवर के हिसाब से चलती हैं। जब हम हाई स्पीड ट्रेन की बात करते थे, तो उसका मतलब 250 किलोमीटर प्रति ऑवर से ज्यादा हाई स्पीड पर चलने वाली ट्रेन से था। इसमें फर्क इतना ही है कि वहां हमने इसे हाई स्पीड ट्रेन कहा और आपने उसे बुलेट ट्रेन कहा। आप उसे रॉकेट ट्रेन भी कह सकते हैं, लेकिन नाम बदलने से कुछ नहीं होगा। इस प्रोजेक्ट पर हमने ऑलरेडी काम शुरू कर दिया था, आपने खाली इसका नाम बदल दिया, लेकिन काम वही किया है।

माननीय रेल मंत्री जी, आपने यहां चर्चा की है कि हम 160 से 200 किलोमीटर प्रति ऑवर स्पीड की नई ट्रेनें शुरू करेंगे। लेकिन अगर आपने इन्टरिम बजट देखा होता, तो आपने उसमें

[श्री गुलाम नबी आज्ञाद]

पढ़ा होता। इन्टरिम बजट जो हमने पेश किया था, उसमें कहा था कि "Besides the high speed trains" जो मैंने अभी अहमदाबाद और मुंबई के बीच में जिक्र किया है।

† قائد حزب اختلاف (جناب غلام نبی آزاد) : مائے ڈپٹی چیئر مین صاحب، اس سے

پہلے کہ میں ریلوے بجٹ پر چرچا کروں، میں ریلوے منتری جی کو بدھائی دیتا ہوں۔ میں انہیں تب سے جانتا ہوں جب یہ کرناٹک کے چیف منسٹر تھے۔ یہ بہت شریف آدمی ہیں، لیکن یہاں آکر بی۔جے۔پی۔ کے ماحول میں رہ کر اسی رنگ میں رنگ گئے ہیں۔ یہ جب تک کرناٹک میں تھے، تب تک بہت اچھے تھے۔ گورنمنٹ اور مائے ریلوے منتری جی ریل وبھاگ کو کیسے چلائیں گے، میں اس پر کوئی ٹپنی نہیں کرنا چاہوں گا، لیکن جو آج کی سرکار ہے، اسے یاد دلانا چاہوں گا کہ اس نے الیکشن کے دوران بہت وعدے کئے تھے۔ اس نے ہر چھپتر، ہر وبھاگ میں تبدیلی لانے کی بات کہی تھی، ان کے ذریعے لوگوں کو بڑے بڑے سہنے دکھائے گئے تھے، ان سے بڑے بڑے وعدے کئے گئے تھے۔ میں مائے پردھان منتری جی، جو آج کی سرکار کے لیڈر ہیں، ان کی ایک اسپیچ کو کیوٹ کرتا ہوں "یو۔پی۔اے۔ نے کچھ کیا ہی نہیں، کسی نے سوچا ہی نہیں، کچھ کیا ہوتا، کچھ تو سوچا ہوتا"۔ میں بتانا چاہتا ہوں کہ ابھی پچھلے دو مہینوں کے اندر مائے پردھان منتری جی اور کچھ منتریوں نے راشنریہ اسٹر کے جو چار بڑے پروگرامس اٹینڈ کئے ہیں۔ ان میں شامل ہوئے ہیں، ان میں این۔ڈی۔اے۔ کی سرکار نے سب سے پہلے آتے ہی، 30 جون کو سری بری کوٹا سے چار ودیشی ملکوں - فرانس، جرمنی، کناڈا اور سنگاپور کے پانچ سٹیلائٹ، پی۔ایس۔ایل۔وی۔ سی۔23 آرٹ میں بھیجے۔ اس کے فوراً بعد 4 جولائی کو ایک ماڈرن ریلوے اسٹیشن پر

جو ریل گاڑی کٹرا پہنچی ہے، اس کا ادگھائن مائنے پردھان منتری اور ریلوے منتری نے کیا ہے۔ 4 جولائی کو ہی انہوں نے کشمیر کے اندر 'اری' میں 240 میگاواٹ اری-II ہائیڈرو-الیکٹرک پروجیکٹ کا ادگھائن کیا۔ ان تینوں میں خود پردھان منتری جی ہے۔ اس کے ساتھ ساتھ ہی سیمی ہائی اسپیڈ ٹرین کا ٹرائل-رن ہوا، جو آپ سے سمبندھت ہے۔ تینوں میں دو ادگھائن آپ سے سمبندھت ہیں۔ کٹرا و دہلی اور اگرہ کے بیچ کا ٹرائل۔ اگر یہ یو پی-اے۔ گورنمینٹ اتین کمزور تھی، جس نے کچھ سوچا ہی نہیں تھا، کچھ کیا ہی نہیں تھا، تو ایک-ڈیڑھ مہینے کے اندر آپ نے اتنے بڑے بڑے فنکشنس کیسے اٹینڈ کئے؟ یہ کس نے اریچ کئے تھے؟ ان کو کون کر رہا تھا؟ ابھی سیکڑوں ایسے اداہرن آئیں گے۔ ابھی اس سرکار کو پانچ سال صرف ادگھائن کرنے میں لگیں گے، جتنا کام یو پی-اے۔ گورنمینٹ نے کیا ہے۔ ہم نے ہر چھتیر میں اتنے پروجیکٹس دئے ہیں کہ اگر آپ اس سے ڈبل منتری بھی لگائیں گے اور وہ 24 گھنٹے ادگھائن ہی کرتے رہیں گے، تو یو پی-اے۔ کے 10 سالوں کے جتنے پروجیکٹس ہیں، پورے پانچ سالوں میں آپ ان کا ادگھائن بھی نہیں کر پائیں گے۔ یو پی-اے۔ اور این-ڈی-اے۔ میں فرق اتنا ہے کہ آپکی پیکجنگ کا کوئی جواب نہیں۔ بالکل، اس میں آپ دنیا کی کسی پرائیویٹ کمپنی کو مات دے سکتے ہیں۔ اگر آپ پیکجنگ یا ایڈورٹائزنگ کو بزنیس میں آ جائیں، تو دنیا کی بڑی سے بڑی انٹرنیشنل ایڈورٹائزنگ ایجنسی کا دیوالیہ نکل جائے گا۔ اس میں ہم کمزور ہیں۔ ہم 24 گھنٹے کام کرتے ہیں، لیکن ہم پیکجنگ میں زیرو ہیں۔ مجھے اسے ایکسیپٹ کرنے میں کوئی سنکوچ نہیں ہے، لیکن آپ پیکجنگ میں بیرو ہیں، اس سے بھی میں انکار نہیں کر سکتا ہوں۔ ایسا نہیں ہے

کہ پچھلی سرکار سوئی ہوئی تھی، اس نے کچھ کیا ہی نہیں۔ این۔ڈی۔اے۔ اور بی۔جے۔پی۔ کی لیڈر-شپ نے بھارت کی جنتا کے سامنے یو۔پی۔اے۔ اور کانگریس لیڈر شپ کی اس طرح سے پیش کرنے کی کوشش کی۔

مائنٹے ڈپٹی چیئرمین صاحب، اب میں ریلوے بجٹ کی طرف آنا چاہتا ہوں۔ سب سے پہلے آپ لوگوں نے کہا، مائنٹے پردھان منتری جی اور مائنٹے ریلوے منسٹر صاحب نے کہا کہ ہمارے پریڈیسیسرس بڑے کریٹکل تھے، پھر انہوں نے کہا کہ جو نئی ریلوے لائنیں بچھانی گئیں، وہ آر۔ریشنل تھیں۔ لیکن میں یہاں سدن کو بتانا چاہتا ہوں کہ جو 11ویں پنچ سالہ یوجنا کا کال تھا، ان پانچ سالوں کے اندر 2,207 کلومیٹر نئی ریلوے لائنیں بچھانی گئیں، 2,758 کلومیٹر ریلوے لائنس کو ڈبل کیا گیا اور 4,556 کلومیٹر ریلوے لائنس کو الیکٹریفائی کیا گیا۔ صرف 2013-14 کے اندر 1,532 کلومیٹر ریلوے لائنس کو ڈبل بھی کیا اور ان کا گیج کنورژن بھی کیا۔ ہمارا ٹارگیٹ کیا تھا؟ ہمیشہ سرکاریں ٹارگیٹ پورا کرنے میں بہت پیچھے رہتی ہیں، لیکن یہاں ہمارا ٹارگیٹ تھا، 1,525 کلومیٹر، جبکہ گورنمینٹ نے 1,532 کلومیٹر کا کام کیا۔ اس طرح ہم نے ٹارگیٹ سے بھی زیادہ نئی ریلوے لائنس بچھانے یا ریلوے لائنس کو ڈبل کرنے یا گیج کنورژن کا کام کیا گیا۔

11 پنچ سالہ یوجنا میں 64,875 نئے ویگنس ایڈ کئے، 1,258 نئے ڈیزل

لوکوز ایڈ کئے اور 1,218 نئے الیکٹرک لوکوز ایڈ کئے۔ مجھے یہ بتاتے ہوئے

بہت خوشی ہے کہ یو۔پی۔اے۔ سرکار کے دوران 2013 میں بھارت کی ریلویز نے،

دنیا کی پانچ بڑی ریلویز کا جو ایلٹ کلب تھا، اس کا جوائن کیا۔ اس میں 8 بلین ٹن سالانہ فریٹ کا ٹارگیٹ پورا کیا گیا۔

مائنے ریلوے منٹری جی، آپ نے بلٹ ٹرین کا ذکر کیا۔ آپ کو میں یہ یاد دلانا چاہتا ہوں کہ یو۔پی۔اے لیڈر اور ہمارے دیش کے پردھان منٹری ڈاکٹر منموہن سنگھ جی اور جاپان کے پردھان منٹری کے بیچ مئی، 2013 کو ملاقات ہوئی، جس میں ممبئی-احمد آباد ہائی اسپیڈ کوریڈور کے بارے میں ایک جوائنٹ فیزیبلٹی اسٹڈی ہوئی۔ اسے کو-فائننس کرنے والے تھے انڈین ریلویز اور جاپان انٹرنیشنل کو-آپریشن ایجنسی اور یہ کام دسمبر 2013 میں ہی شروع ہو گیا، to be completed in eight months. اس طرح یہ کام پہلے سے ہی شروع ہو چکا تھا۔

اسی کوریڈور کے اندر business development study was undertaken by the French Railways, جو کہ اپریل، 2014 میں ختم ہونے والی تھی۔ فرق صرف اتنا ہے کہ ہمارے بجٹ میں ہم نے اس کے لئے ہائی اسپیڈ کوریڈور کی بات کہی تھی۔ ہائی اسپیڈ، یعنی 250 کلومیٹر سے زیادہ۔ عام طور پر ہماری جو ٹرینیں ہیں، وہ 80، 90 یا 100 کلومیٹر پرتی گھنٹہ کے حساب سے چلتی ہیں۔ جب ہم ہائی اسپیڈ ٹرین کی بات کرتے تھے، تو اس کا مطلب 250 کلومیٹر پرتی گھنٹہ سے زیادہ اسپیڈ پر چلنے والی ٹرین سے تھا۔ اس میں فرق اتنا ہی ہے کہ وہاں ہم نے اسے ہائی اسپیڈ ٹرین کہا اور آپ نے اسے بلٹ ٹرین کہا۔ آپ اسے راکٹ ٹرین بھی کہہ سکتے ہیں، لیکن نام بدلنے سے کچھ نہیں ہوگا۔ اس پروجیکٹ پر ہم نے الریڈی کام شروع کر دیا تھا، آپ نے خالی اس کا نام بدل دیا، لیکن کام وہی کیا ہے۔

ماننے ریل منٹری جی، آپ نے یہاں چرچا کی ہے کہ ہم 160 سے 200 کلومیٹر پرتی گھنٹہ اسپید کی نئی ٹرینیں شروع کریں گے۔ لیکن اگر آپ نے انٹرم بجٹ دیکھا ہوتا، تو آپ نے اس میں پڑھا ہوتا۔ انٹرم بجٹ جو ہم نے پیش کیا تھا، اس میں کہا تھا کہ Besides the high speed trains جو میں نے ابھی احمد آباد اور ممبئی کے بیچ میں ذکر کیا ہے۔

– “Indian Railways intend to explore low cost options of raising speeds to 160-200 KM per hour on existing select routes like Delhi-Agra and Delhi-Chandigarh” For your information the work has already started on Delhi-Agra route and the trial has already taken place. So, this is again the work which is already in progress and already started. So, by merely mentioning it and by merely repeating it again in your Budget does not make that something new has been added by your Government.

Regarding Public-Private Participation (PPP) you have mentioned about it in your interim budget. Here I would like to read the Budget, not interim Budget, but the Railway Budget of 2013. “in 2013 cleared five participative models (PPP) for linking ports, large mines, industry, etc., to the main lines. Announced manufacturing facilities under PPP. A target of Rs. One lakh crore had been set up to attract investments through PPP during the 12th Plan Period.” So, it has already been conceived by the previous Government of India. The work is on.

You have mentioned about the FDI in Railways. What does your Budget say about the FDI? I am now reading from your Budget. “Hence Ministry of Railways is seeking Cabinet approval to allow FDI in rail sector.” Let me read from the interim Budget, 2014 which was presented by the then Railway Minister of the UPA Government. I quote, “Apart from attracting private investments from domestic investors in rail sector, a proposal is under consideration of the Government to enable FDI in-Railways to foster creation of world class rail infrastructure.” So, again all formalities were completed by the previous Government.

You have talked about the green initiative and energy conservation in your Budget. Let me read from the interim Budget presented by Mr. Kharge and I quote: “Role of Indian Railways in preserving environment is widely acknowledged. Energy efficiency of rail transport, initiatives to promote use of renewable and clean energy have been part of our approach. Railway Energy Management Company has become functional and is working on setting up of Windmill Plants, Solar Power Plants, with

about 40 per cent subsidy from Ministry of New and Renewable Energy. To begin with, 200 Railway Stations, roof top of 26 buildings and 2000 level crossing gates would be covered.” Again you have merely mentioned that, but we have already identified the areas where green initiatives and energy conservations have to take place. आपने क्लेन्लीनिस की बात की। آپ نے کلیننيس کی بات کی۔† I am now reading from your Budget. “Further”, that means it has already started, “Further Bio-toilets will be increased in sufficient numbers in trains in order to mitigate the problem of direct discharge of human waste on tracks and platform aprons on stations.” Now, let me remind you, as a matter of fact, it was Mrs. Sonia Gandhi in 2013 who conceived the idea of bio-toilets. That is why it became a part of the interim Budget, 2013. And the Interim Budget says, “A bio-toilet design has been adopted by the Railways and the technology has been introduced in about 2,500 coaches. It is proposed to increase the coverage progressively.”

Now, Office on Wheels, where you have said, “I propose to provide workstations in select trains on payment basis. The pilot project will be launched by this year.” We had already initiated it, and we started it in 2013, and I quote: “Providing free Wi-Fi facilities on several trains to cater to the increasing aspirations and requirements of our youth and other valued customers.” Also, we introduced ‘Anubhuti coach in select trains with latest modern facilities and services with commensurate fare structure.” So, again, this was conceived way back in 2013. Then, the hon. Minister has talked about e-booking of railway retiring rooms. I quote him: “Online booking facility of railway retiring rooms will be expanded to all the stations.” Now I would read the Interim Budget of the UPA Government. I quote: “Online booking of retiring rooms at all important stations and online booking of meals on trains for selected en-route stations.” So, this has already been conceived.

Now, I.T. initiatives के बारे में आपने बजट में कहा है, †के बारे में आपने बजट में कहा है, but all these initiatives like Next-Generation e-ticketing system, real time ticketing system, e-ticketing through mobile phones, etc., had been announced by us in the Railway Budget, 2013.

Now, coming to the North-Eastern Region, मैंने उस समय बड़ी क्लैपिंग देखी जब नॉर्थ-ईस्ट की चर्चा हुई, तब हमारे उस साइड यानी एन.डी.ए. वाले शायद जिनको पहले नहीं मालूम था कि यू.पी.ए. में क्या हुआ है, उन्होंने बड़ी जबर्दस्त क्लैपिंग की कि एन.डी.ए. में कोई नई चीज हो गई है। जब उन्होंने कहा कि हम नॉर्थ-ईस्टर्न रीजन में रेलवे की तरफ कुछ ज्यादा ध्यान देंगे, ज्यादा पैसे देंगे। मैं 2013 का बजट नहीं पढ़ूंगा, क्योंकि यह लंबा है, लेकिन हमने 2013 से 2014 के अंतरिम बजट तक इस संबंध में क्या काम किया है, मैं उस 2014 के अंतरिम बजट को पढ़ता हूँ। रेलवे मिनिस्टर श्री मल्लिकार्जुन खरगे उसमें कहते हैं,

†Transliteration in Urdu Script.

† میں نے اس وقت بڑی کلپنگ دیکھی جب نارتھ ایسٹ کی چرچا ہوئی، تب ہمارے اس سائنڈ یعنی این۔ڈی۔اے۔ والے شاید جن کو پہلے نہیں معلوم تھا کہ یو۔پی۔اے۔ میں کیا ہوا ہے، انہوں نے بڑی زبردست کلپنگ کی کہ این۔ڈی۔اے۔ میں کوئی نئی چیز ہو گئی ہے۔ جب انہوں نے کہا کہ ہم نارتھ ایسٹ ریجن میں ریلوے کی طرف کچھ زیادہ دھیان دیں گے، زیادہ پیسے دیں گے۔ میں 2013 کا بجٹ نہیں پڑھوں گا۔ کیوں کہ یہ لمبا ہے، لیکن ہم نے 2013 سے 2014 کے انٹرم بجٹ تک اس سمبندھ میں کیا کام کیا ہے، میں اس 2014 کے انٹرم بجٹ کو پڑھتا ہوں۔ ریلوے منسٹر شری ملکا ارجن کھڑگے اس میں کہتے ہیں۔

“I am happy to inform the august House that as a result of additional financial support provided to Railways, at the instance of the hon. Prime Minister, Dr. Manmohan Singh, we are now on course to convert the strategically important 510 km long Rangiya-Murkongselek Metre Gauge Line into a Broad Gauge line within this financial year.” उसके साथ मिनिस्टर **اس کے ساتھ منسٹر** Further says, “The capital of Arunachal Pradesh would soon be on the railway map in this financial year as Harmuti–Naharlagun new line is expected to be commissioned shortly.” So, we had stated that this would be shortly commissioned, and you are now mentioning that you are going to do something. The railway line is almost commissioned. Then, we further stated, “The State of Meghalaya is also all set to come on the railway map in this financial year, as Dudhnoi-Mehendipathar new line is getting completed by March 2014.”

So my dear friends, you are still talking that we are going to give attention to the North-Eastern States but we have gone a long way. Almost some schemes, some Railway lines have already been completed and some other lines are going to be completed by the end of this year. Then you have mentioned about Railways’ rigid skill development and training. I would like to mention here the skill development in Railways in Budget 2013 and I am reading from the Budget of 2013. “No. 1, to set up a multi-disciplinary training institute at Nagpur for imparting training in Rail-related electronics technologies; No. 2, To start skill development centres in Railway-related trades in 25 locations; No. 3, Setting up of Indian Railways Institute of Financial Management at Secunderabad; No. 4, five Fellowships in national universities to be instituted.” You mentioned about passenger facilities and amenities. Again, this is nothing new. This is already an ongoing and a continuous programme of the UPA to improve the passenger services which we had started, what we had already done, in 2013 and also in the Interim Budget. Sir, the lifts and escalators at stations will be set up and have already been set up in some places.

†Transliteration in Urdu script.

Centralised catering services with monitoring cell, internet ticketing for 24 hours a day, e-ticketing through mobile phones, SMS alert on reservation status, real time information system, next generation e-ticketing to sell more tickets in less time, in the Budget Speech of 2013 we had announced to add more trains to religious places and also to connect all five-six *Takhts* through railways. So, again, my dear friend, the facilities that you have talked about now have already been talked about by us way back in 2013. Further, we have said in our Budget in 2013 and in the Interim Budget there is an identification of 347 ongoing projects as priority projects for which they will be provided with committed funding. Secondly, build the line and introduce the first ever train in Kashmir Valley with special coaches and commercialized Banihal tunnel and commission the Banihal tunnel. I feel very happy to say that Mrs. Gandhi went more than three three-four times to Kashmir to inaugurate railway lines in different sectors and as far as the Valley is concerned, work on the railway line from Baramulla to Qazigund was completed during the UPA Government's time. We also announced a train called Azadi Express, connecting important places of the Indian Freedom movement, for the students. Sir, the most important, I think, is the Dedicated Freight Corridor. This is most important, and again there was a lot of clapping as if this is being conceived or talked of for the first time. That is not true. Let me read the Budget of 2013 and I quote, "Land acquisition for nearly 2,800 km of the Eastern and the Western Freight Corridors is almost complete. The first major civil construction contract on the 343 km Kanpur-Khurja section of the Eastern Corridor has already been awarded." I am reading this from the Budget of 2013. And what does our interim Budget of UPA say? I shall again quote: "Implementation of the Eastern and Western Dedicated Freight Corridors Project is making good progress." So, it is already making good progress. "Nearly 1,100 km of civil contracts till now has been awarded and during 2014-15, that is, this year, another 1000 km of civil construction, contracts are targeted besides award of system contracts." So, this is an ongoing programme. This is already in progress. So, what is new about it in your Budget that you are mentioning as if something totally new was being conceived, as if new thing was being done?

महोदय, मैं माननीय मंत्री जी को ध्यान दिलाना चाहूंगा कि अभी तक हमने जो पढ़ा, वह वर्ष 2013-14 के यू.पी.ए. के इंटरिम बजट में था।

What we expect from you in future and what we were expecting should have been and could have been the part of your Budget was regarding the freight. अभी जो फ्रेट हमारे देश में एक जगह से दूसरी जगह जाता है, The size of the country is so huge, the population is so huge, the distances are so huge, उसके मुकाबले में सिर्फ 35 और 40 परसेंट हमारी रेलवे की कैरीइंग कैपेसिटी है। इसकी तरफ हमें बड़ा ध्यान देना है। इसका सबसे बड़ा फायदा एक तो यह है कि आपका टर्न-अराउंड होगा। आपको फ्रेट से बहुत पैसा मिलेगा और

[श्री गुलाम नबी आजाद]

हमने सबसे डेडीकेटेड फ्रेट कॉरीडोर की जो चर्चा की है, उसके इस्तेमाल से भी हमें फायदा होगा। उसके अलावा भी उसमें एक इंजन के बजाय दो-तीन इंजन भी लग सकते हैं-एक इंजन आगे, एक बीच में और एक लास्ट में। तो आपकी अभी जो एक्जिस्टिंग रेलवे लाइंस हैं, उन्हीं की कैपिसिटी बढ़ाकर, अगर 18 डिब्बे चलते हैं, तो आप उसके 36 डिब्बे कर सकते हैं। आप एक इंजन के बजाय दो या तीन इंजन लगा सकते हैं, which is a provision, सेंटर में, फ्रंट में और बैक में भी। इससे आपका फ्रेट बढ़ेगा। अब इसके बेनिफिट्स क्या हैं? What are the benefits? उससे एक तो सामान देश के एक कोने से दूसरे कोने, कश्मीर से कन्याकुमारी, ईस्ट से वैस्ट और साउथ से नॉर्थ तक चला जाएगा। यह इसका सब से बड़ा फायदा होगा और फ्रेट का वॉल्यूम बढ़ जाएगा। फिर हमारी रोड्स पर जो इतने ट्रक चलते हैं उनसे पॉल्यूशन के साथ-साथ कंजम्प्शन ऑफ डीजल कम होगा और एक्सीडेंट्स भी कम होंगे।

आज रात में ट्रक्स की टक्कर से पैदल चलने वाले, साइकिल वाले, छोटी गाड़ी चलाने वाले भी मारे जाते हैं। उसके बाद ट्रक की टक्कर से मरा हुआ आदमी बचता नहीं है। इससे आपका पॉल्यूशन खत्म होगा, आपको रेवेन्यू का फायदा होगा, आपका सामान ज्यादा जाएगा, आपका डीजल बच जाएगा और रोड का वियर एंड टियर भी कम होगा। यह वियर एंड टियर छोटी गाड़ियों से नहीं होता है, यह जीप से नहीं होता है, लेकिन ट्रक्स के चलने से हमारे ब्रिजज व रोड्स का वियर एंड टियर ज्यादा हो जाता है।

महोदय, अब मैं सेमी-हाई स्पीड के बारे में कहना चाहूंगा। आपने उसका नाम बुलेट ट्रेन रखा, लेकिन हमें सेमी-हाई स्पीड की तरफ चलना है क्योंकि अगर आप बुलेट ट्रेन की बात करेंगे, तो आपको अहमदाबाद से मुंबई तक 50 हजार से 60 हजार करोड़ रुपए खर्च करने होंगे। मैं जानना चाहूंगा कि आप बुलेट ट्रेन के लिए 50 हजार से 60 हजार करोड़ की रकम कहां से लाएंगे? उससे सेमी-हाई स्पीड रूट्स का फार्मूला बेहतर है। दरअसल जो लोग बुलेट ट्रेन में चलेंगे, वही लोग जहाज में भी चढ़ेंगे क्योंकि दोनों का किराया लगभग बराबर होगा। बुलेट ट्रेन तो एक पार्टिकुलर क्लास के लिए होगी। उस पार्टिकुलर क्लास के पास अपने जेट हैं या वे हवाई जहाज से जाते हैं। साधारण आदमी के लिए तो सेमी-हाई स्पीड वाले रूट्स, जो 160 से 200 किलोमीटर की स्पीड के होंगे और आप फ्रेट के लिए भी सेमी हाई-स्पीड ट्रेक्स का इस्तेमाल कर सकते हैं। दूसरा, आपको ऑल्टरनेट रेवेन्यू जनरेट करना है। एक साल पहले जो हमारे माननीय रेलवे मिनिस्टर साहब थे, वे मेरे एक फंक्शन में आए थे, जो हम दिल्ली में हमेशा एक एच.आई.वी. एड्स का फंक्शन करते थे, जिसमें हम हर साल एक ट्रेन पूरे भारत में भेजते थे। उसका पैसा हेल्थ मिनिस्ट्री देती है और वह ट्रेन पूरे साल देश के अलग-अलग स्टेशनों पर जाती है, वहां प्रोग्राम होते हैं। तो पवन बंसल जी उस फंक्शन में आए थे। मैंने उनको एक आइडिया दिया था कि देखिए, हम यह ट्रेन रेलवे मंत्रालय से लेते हैं, जो और देश के पूरे स्टेशनों पर जाती है और आपके पास तो सैकड़ों ट्रेन्स हैं, हजारों-लाखों डिब्बे हैं, इन डिब्बों की शक्ल कोई यूरोप की तरह की नहीं है कि कोई लाल, पीले कलर्ड डिब्बे हों, हमारे यहां ऐसे काले डिब्बे दिखते हैं, जैसे तेज रफ्तार से आते भूत की तरह हों। अगर हम इनका इस्तेमाल एडवर्टाइजमेंट के लिए करें, तो उससे एक तो ट्रेनों की शक्ल बदल जाएगी, कलर बदल जाएगा और रेवेन्यू भी मिलेगा। जो हमने

रेड रिबन एक्सप्रेस शुरू की थी, फंक्शन में हमने उससे संबंधित उन्हें बताया था कि एक तो वे अलग कलर के होंगे, कोई स्वास्थ्य का होगा, कोई प्राइवेट का होगा। सड़कों पर जैसे हमारे ये होर्डिंग्स लगते हैं और रेलवे स्टेशंस से ज्यादा भीड़ हिन्दुस्तान में कहीं भी नहीं होती। इतनी ऑडियन्स, इतनी पब्लिक देखने वाली आपको रेलवे स्टेशंस पर मिलती है, जिनमें चढ़ने वाले, चढ़ाने वाले, उतरने, उतारने वाले लोग होते हैं। तो पब्लिसिटी कर सकते हैं, इससे आपको इतना रेवेन्यू आ जाएगा। उस समय के रेल मंत्री जी ने मुझे कहा था कि यह सुझाव बहुत अच्छा है, लेकिन दुर्भाग्य से एकाध महीने के बाद वे रेल मंत्री नहीं रहे। अगले रेल मंत्री को मैं सुझाव नहीं दे पाया, लेकिन आप नए रेल मंत्री हैं, आप अगर इस सुझाव को लेंगे, तो आप ट्रेन्स का इस्तेमाल एडवर्टाइजमेंट के लिए कर सकते हैं, जिससे आप रेवेन्यू ले सकते हैं।

महोदय, जो रेलवे की जमीन पड़ी है, वह बहुत मात्रा में पड़ी है। हमारे जो स्वास्थ्य मंत्री जी हैं, मैं उनको याद दिलाने के लिए बता रहा हूँ कि हम उसको ज्यादा परस्यू नहीं कर पाए। आपको मैं बताना चाहता हूँ कि जब ममता बनर्जी जी रेलवे मंत्री थी, उस समय मेरे और उनके बीच में, मिनिस्टर्स लेवल के बीच में एक एग्रीमेंट हुआ था। वह मेरी मिनिस्ट्री में साइंड एग्रीमेंट हुआ था। उसमें हमने बहुत सारे लोगों को, स्टेट गवर्नमेंट्स, प्राइवेट और सेंटर गवर्नमेंट को इन्वॉल्व किया था। वह एग्रीमेंट आप निकालिए, जो स्वास्थ्य मंत्रालय में भी है और रेलवे मंत्रालय में भी है। हमने बहुत सारी जगहों को हॉस्पिटल्स बनाने के लिए आइडेंटिफाई किया था कि इस-इस जगह वहां की गवर्नमेंट्स हॉस्पिटल्स बनाएंगी, यहां रेल मंत्रालय हॉस्पिटल बनाएगा और यहां हमारी सेंट्रल गवर्नमेंट हॉस्पिटल्स बनाएंगी। एक तो वे बन सकते हैं, दूसरा जो एनक्रॉचमेंट का है, उसका आप कॉमर्शियल यूज कर सकते हैं। मेरा लास्ट प्वाइंट आपको पैसा कमाने के लिए यह होगा कि जो स्क्रेप है, जो हजारों टन में है, वह कहां जाता है? वह लूटा जाता है, चोरी जाता है, डंप होता है, जगह काफी ऑक्युपाइ करता है और जगह को खराब करता है। वह स्क्रेप, जो थाउजेंड्स एंड थाउजेंड्स टन्स है, उससे आपका थाउजेंड्स करोड़ आएगा। अगर आप उसका डिस्पोजल करेंगे, तो मुझे लगता है कि एक ऑल्टरनेटिव रेवेन्यू जनरेशन का मौका मिलेगा।

इन्हीं शब्दों के साथ, माननीय उपसभापति महोदय, आपने मुझे जो मौका दिया, उसके लिए आपका बहुत-बहुत धन्यवाद।

†مہودے، میں مانتے منتری جی کو دھیان دلانا چاہوں گا کہ ابھی تک ہم نے جو پڑھا، وہ

سال 2013-2014 کے یو۔پی۔اے۔ کے انٹرم بجٹ میں تھا۔

What we expect from you in future and what we were expecting should have been and could have been the part of your Budget was regarding the freight.

ابھی جو فریٹ ہمارے دیش میں ایک جگہ سے دوسری جگہ جاتا ہے۔

country is so huge, the population is so huge, the distances are so

huge, اس کے مقابلے صرف 35 اور 40 فیصد ہماری ریلوے کی کیررننگ

کیپسٹی ہے۔ اس کی طرف ہمیں بڑا دھیان دینا ہے۔ اس کا سب سے بڑا فائدہ ایک تو یہ ہے کہ آپ کا ٹرن-ارائونڈ ہوگا۔ آپ کو فریٹ سے بہت پیسہ ملے گا اور ہم نے سب سے ڈیڈیکیٹڈ فریٹ کوریڈور کی جو چرچا کی ہے، اس کے استعمال سے بھی ہمیں فائدہ ہوگا۔ اس کے علاوہ بھی اس میں ایک انجن کے بجائے، دو-تین انجن بھی لگ سکتے ہیں، ایک انجن والے، ایک بیچ میں اور ایک لاسٹ میں۔ تو آپ کی ابھی جو ایگزسٹنگ ریلوے لائنس ہیں، انہیں کی کیپسٹی بڑھا کر، اگر 18 ڈبے چلتے ہیں، تو آپ اس کے 36 ڈبے کر سکتے ہیں۔ آپ ایک انجن کے بجائے دو یا تین انجن لگا سکتے ہیں، which is a provision, سینٹر میں، فرنٹ میں اور بیک میں بھی۔ اس سے آپ کا فریٹ بڑھے گا۔ اب اس کے بینیفٹس کیا ہیں؟ What are the benefits? اس سے ایک تو سامان دیش کے ایک کونے سے دوسرے کونے، کشمیر سے کنیاکماری، ایسٹ سے ویسٹ اور ساؤتھ سے نارٹھ تک چلا جائے گا۔ یہ اس کا سب سے بڑا فائدہ ہوگا اور فریٹ کا والیوم بڑھ جائے گا۔ پھر ہماری روڈز پر جو اتنے ٹرک چلتے ہیں اس پالیوشن کے ساتھ ساتھ کنزیشن آف ڈیزل کم ہوگا اور ایکسیڈنٹ بھی کم ہوں گے۔

آج رات میں ٹرکس کی ٹکر سے پیدل چلنے والے، سائیکل والے اور چھوٹی گاڑی چلانے والے بھی مارے جاتے ہیں۔ اس کے بعد ٹرک کی ٹکر سے مرا ہوا آدمی بچتا نہیں ہے۔ اس سے آپ کا پالیوشن ختم ہوگا، آپ کو ریوینیو کا فائدہ ہوگا، آپ کا سامان زیادہ جائے گا، آپ کا ڈیزل بچ جائے گا اور روڈ کو ویئر اینڈ ٹینر بھی کم ہوگا۔ یہ ویئر اینڈ ٹینر چھوٹی گاڑیوں سے نہیں ہوتا ہے، یہ جیب سے نہیں ہوتا

ہے، لیکن ٹرکس کے چلنے سے ہمارے برج اور روٹز کا وینر اینڈ ٹینر زیادہ ہو جاتا ہے۔

مہودے، اب میں سیمی-ہائی اسپید کے بارے میں کہنا چاہوں گا۔ آپ نے اس کا نام بلٹ ٹرین رکھا، لیکن ہمیں سیمی ہائی اسپید کی طرف چلنا ہے کیوں کہ اگر آپ بلٹ ٹرین کی بات کریں گے، تو آپ کو احمد آباد سے ممبئی تک 50 ہزار سے 60 ہزار کروڑ روپے خرچ کرنے ہوں گے۔ میں جاننا چاہوں گا کہ آپ بلٹ ٹرین کے لئے 50 ہزار سے 60 ہزار کروڑ کی رقم کہاں سے لائیں گے؟ اس سے سیمی ہائی اسپید روٹس کا فارمولہ بہتر ہے۔ دراصل جو لوگ بلٹ ٹرین میں چلیں گے، وہی لوگ جہاز میں بھی چڑھیں گے کیوں کہ دونوں کا کرایہ لگ بھگ برابر ہوگا۔ بلٹ ٹرین تو ایک پارٹیکلر کلاس کے لئے ہوگی۔ اس پارٹیکلر کلاس کے پاس اپنے جیٹ ہیں یا وہ ہوائی جہاز سے جاتے ہیں۔ عام آدمی کے لئے تو سیمی پرائیویٹ اسپید والے روٹس، جو 160 سے 200 کلو میٹر کی اسپید کے ہوں گے اور آپ فریٹ کے لئے بھی سیمی ہائی اسپید ٹریکس کا استعمال کر سکتے ہیں۔

دوسرا، آپ کو الٹرنیٹ ریونیو جنریٹ کرنا ہے۔ ایک سال پہلے جو ہمارے مائٹے ریل منسٹر صاحب تھے، وہ میرے ایک فنکشن میں آئے تھے، جو ہم دہلی میں ہمیشہ ایک ایچ۔آئی۔وی۔ ایڈس کا فنکشن کرتے تھے، جس میں ہم ہر سال ایک ٹرین پورے بھارت میں بھیجتے تھے۔ اس کا پیسہ بیلٹھ منسٹری دیتی ہے اور وہ ٹرین پورے سال دیش کے الگ الگ اسٹیشنوں پر جاتی ہیں، وہاں پروگرام ہوتے ہیں۔ تو پون بسل جی اس فنکشن میں آئے تھے۔ میں نے ان کو ایک انیڈیا دیا تھا کہ دیکھئے، ہم یہ ٹرین ریلوے منترالیہ سے لیتے ہیں، جو اور دیش کے پورے

اسٹیشنوں پر جاتی ہیں اور آپ کے پاس تو سیکڑوں ٹرینس ہیں، ہزاروں لاکھوں ڈبے ہیں، ان ڈبوں کی شکل کوئی یورپ کی طرح نہیں ہے کہ کوئی لال، پیلے کلرڈ ڈبے ہوں، ہمارے یہاں ایسے کالے ڈبے دکھتے ہیں، جیسے تیز رفتار سے آتے بھوت کی طرح ہوں۔ اگر ہم ان کا استعمال ایڈورٹائزمنٹ کے لئے کریں، تو اس سے ایک تو ٹرینوں کی شکل بدل جائے گی، کلر بدل جائے گا اور ریونیو بھی ملے گا۔ جو ہم نے ریڈ رین ایکسپریس شروع کی تھی، فنکشن میں ہم نے اس سے سمبندھت انہیں بتایا تھا کہ ایک تو الگ الگ کلر کے ہوں گے، کوئی سواستھہ کا ہوگا، کوئی پرائیویٹ کا ہوگا۔ سڑکوں پر جیسے ہمارے یہ بورڈنگس لگتے ہیں اور ریلوے اسٹیشنس سے زیادہ بھیڑ ہندوستان میں کہیں بھی نہیں ہوتی۔ اتنی آڈینس، اتنی پبلک دیکھنے والی آپ کو ریلوے اسٹیشن پر ملتی ہے، جن میں چڑھنے والے، چڑھانے والے، اترنے، اتارنے والے لوگ ہوتے ہیں۔ تو آپ پبلسٹی کر سکتے ہیں، اس سے آپ کا اتنا ریویو آ جائے گا۔ اس وقت کے ریل منتری جی نے مجھے کہا تھا کہ یہ سجھاؤ بہت اچھا ہے، لیکن درہاگہ سے ایک آدھ مہینے کے بعد وہ ریل منتری رہے۔ اگلے ریل منتری کو میں سجھاؤ نہیں دے پایا، لیکن آپ نئے ریل منتری ہیں، آپ اگر اس سجھاؤ کو لیں گے، تو آپ ٹرینس کا استعمال ایڈورٹائزمنٹ کے لئے کر سکتے ہیں، جس سے آپ ریونیو کر سکتے ہیں۔

مہودے، جو ریلوے کی زمین پڑی ہے، وہ بہت ماترا میں پڑی ہے۔ ہمارے جو سواستھہ منتری جی ہیں، میں ان کو یاد دلانے کے لئے بتا رہا ہوں کہ ہم اس کو زیادہ پرسپوں نہیں کر پائے۔ آپ کو میں بتانا چاہتا ہوں کہ جب ممنا بنرجی ریلوے منتری تھیں، اس وقت میرے اور ان کے بیچ میں، منسٹرس لیول کے بیچ میں ایک ایگریمنٹ ہوا تھا۔ وہ میری منسٹری میں سائنڈ ایگریمنٹ ہوا تھا۔ اس میں ہم نے بہت سارے لوگوں کو، اسٹیٹ گورنمینٹس، پرائیویٹ اور سینٹر گورنمینٹ کو

انولو کیا تھا۔ وہ ایگریمنٹ آپ نکالنے، جو سواستہ منترالیہ میں بھی ہے اور ریلوے منترالیہ میں بھی ہے۔ ہم نے بہت ساری جگہوں کو ہاسپٹل بنانے کے لئے انڈیٹنگ کیا تھا کہ اس اس جگہ وہاں کی گورنمنٹ ہاسپٹل بنانے گی، یہاں ریل منترالیہ ہاسپٹل بنانے گا اور یہاں ہماری سینٹرل گورنمنٹ ہاسپٹل بنانے گی۔ ایک تو وہ بن سکتے ہیں، دوسرا جو انکروچمنٹ کا ہے، اس کا آپ کمرشل یوز کر سکتے ہیں۔ میرا لاسٹ پوائنٹ آپ کو پیسہ کمانے کے لئے یہ ہوگا کہ جو اسکیپ ہے، جو ہزاروں تن میں ہیں، وہ کہاں جاتا ہے؟ وہ لوٹا جاتا ہے، چوری ہو جاتا ہے، ڈمپ ہوتا ہے، جگہ کافی اکیوپائیڈ کرتا ہے اور جگہ کو خراب کرتا ہے۔ وہ اسکرپٹ، جو ہزاروں ہزار تنس ہیں، اس سے آپ کا ہزاروں کروڑ اٹے گا۔ اگر آپ اس کا ڈسپوزل کریں گے، تو مجھے لگتا ہے کہ ایک الٹرنیٹو ریوینیو جنریشن کا موقع ملے گا۔

انہیں الفاظ کے ساتھ، ماننے اپ سبھا پتی مہودے، آپ نے مجھے جو موقع دیا، اس کے لئے آپ کا بہت بہت دھینواد۔

MR. DEPUTY CHAIRMAN: The House is adjourned for thirty minutes.

The House then adjourned at twenty-nine minutes past one of the clock.

The House re-assembled after lunch at fifty-nine minutes past one of the clock,

MR. DEPUTY CHAIRMAN *in the Chair*:

MR. DEPUTY CHAIRMAN: Shrimati Kusum Rai. ...*(Interruptions)*...

SHRI JAIRAM RAMESH (Andhra Pradesh): Sir, the Railway Minister is not here. ...*(Interruptions)*...

श्री उपसभापति : मंत्री जी को बुलाओ। ...*(Interruptions)*...

SHRI P. RAJEEVE (Kerala): Sir, there is no Minister, forget about the Railway Minister. ...*(Interruptions)*...Adjourn the House for ten minutes. ...*(Interruptions)*...

SHRI JAIRAM RAMESH: Sir, please follow the procedure and adjourn the House. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: The House is adjourned for five minutes.

The House then adjourned at two minutes past two of the clock.

The House re-assembled at six minutes past two of the clock,

MR. DEPUTY CHAIRMAN *in the Chair*:

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): Sir, I apologize.

MR. DEPUTY CHAIRMAN: No. It's okay. You have enough Ministers.

SHRI JAIRAM RAMESH: Please admonish the Government, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, No. Shrimati Kusum Rai. That happens sometimes. It's only one minute.

श्रीमती कुसुम राय (उत्तर प्रदेश) : माननीय उपसभापति जी, आपने मुझे बोलने का अवसर दिया है, ...*(व्यवधान)*... मैं इसके लिए आपको और अपनी पार्टी को धन्यवाद देती हूँ।
...*(व्यवधान)*...

SHRI JAIRAM RAMESH: Sir, you used to scold us. But you never scold them.

MR. DEPUTY CHAIRMAN: You want me to scold them also. See, how he is thinking. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: Sir, at least, the delay has been minimized now unlike earlier days.

MR. DEPUTY CHAIRMAN: Just see, what he said. ...*(Interruptions)*... See, we have to condone something for some time. If it is repeated then.

SHRI P. RAJEEVE: Sir, they did not rectify after several warnings we had given to them. But they never rectified themselves.

MR. DEPUTY CHAIRMAN: Now they will rectify it. Shrimati Kusum Rai, please.

श्रीमती कुसुम राय : माननीय उपसभापति जी, आपने मुझे बोलने का अवसर दिया है, मैं इसके लिए आपको और अपनी पार्टी को धन्यवाद देती हूँ। महोदय, रेल ही ऐसी व्यवस्था है, जो हमारे देश की संस्कृति को एक कोने से लेकर दूसरे कोने तक जोड़ने की अहम भूमिका निभाती है। मध्यम वर्गीय परिवार के ऐसे लोग, जो हेलिकॉप्टर से नहीं जा सकते हैं, उनकी सभी आवश्यकताएं, चाहे भारत भ्रमण की हों, चाहे रोजी-रोटी की हों और चाहे भारत दर्शन की हो, रेल ही पूरी करती है। इन दस सालों में देश की जो अर्थव्यवस्था चरमराई है, जो रेल व्यवस्था चरमराई है, उससे देश की जनता को काफी धक्का लगा है। थोथी घोषणाएं करने से समस्या का समाधान नहीं हो सकता है और न ही जनता की आवश्यकताओं को पूरा किया जा सकता है। मैंने सुना है और देखा कि हमारे LoP जब रेल बजट पर बोल रहे थे, तो वे यहां अपनी घोषणाओं का प्रेजेंटेशन कर रहे थे। वे हमारी सरकार को यह अहसास करा रहे थे कि आपका पांच साल का समय लोकार्पण करते हुए ही बीतेगा। मैं आपको यह बताना चाहती हूँ कि आपने इन 66 सालों में सिर्फ घोषणाएं ही की हैं, लेकिन हमें जनादेश मिला है। इसलिए हमारी एन.डी.ए. की सरकार, हमारे प्रधान मंत्री कई सालों तक लोकार्पण भी करते रहेंगे। इसलिए भी लोकार्पण करते रहेंगे कि हम सिर्फ घोषणाएं करने में विश्वास नहीं रखते हैं। हमारे प्रधानमंत्री जी ने, हमारे रेल मंत्री जी ने

इच्छा-शक्ति जाहिर की है, जो काम करने की चेष्टा जनता के सामने की है, उसे पूरा करने का प्रयास करेंगे।

माननीय उपसभापति जी, हमारे रेल मंत्री ने प्रधानमंत्री जी की प्रेरणा से रेल व्यवस्था को जो सुदृढ़ बनाने का संकल्प लिया है, वह बहुत ही सराहनीय है। जो भारत की जनता का सपना था कि हमारे देश में बुलेट ट्रेन चले, हमारे सरकार ने उसे पूरा करने का प्रयास किया है। पिछली सरकार की तरह हमारी सरकार सिर्फ लंबी और बड़ी घोषणाओं में विश्वास नहीं रखती है। ऐसी घोषणाएं, जो जनता को सिर्फ बेवकूफ बनाती हैं, उचित नहीं होती हैं। मैं रेल मंत्री जी को बधाई देती हूँ कि उन्होंने जनता की छोटी-छोटी समस्याओं की तरफ ध्यान दिया है। जिस व्यवस्था को लेकर सदन में और सदन के बाहर भी आवाजें उठती रही हैं, जैसे इसके साथ ही साथ उन्होंने मोबाइल देने की भी घोषणा की है। हमारे आदरणीय सांसद श्री प्रभात झा जी ने बहुत सारी बातें बोली हैं और उनके आंकड़े भी प्रस्तुत किए हैं, मैं उनको दोहराना नहीं चाहती हूँ, लेकिन जनता के दिल को छूने वाले बिन्दु हैं, मैं सिर्फ उन्हीं पर केन्द्रित हूँ। आज सुरक्षा की दृष्टि से जो मोबाइल फोन्स मुहैया कराए गए हैं कि जिस भी ट्रेन में या कोच में कोई घटना होगी, तो उससे लिए एक-दूसरे से तुरंत कॉन्टैक्ट होगा और उस पर तुरंत कार्यवाही होगी, इसके लिए मैं मंत्री जी को बधाई देती हूँ। इससे क्राइम करने वालों के मन में एक डर, एक भय पैदा होगा। यह उन्होंने एक बहुत ही सराहनीय कार्य किया है।

माननीय उपसभाध्यक्ष जी, अगर जनता को बेहतर सुविधा मिले तो वह दो-चार रुपये किराया बढ़ाए जाने से परेशान नहीं होती है। इस बजट में हमारी सरकार ने जनता को बेहतर सुविधा देने पर ध्यान दिया है - जैसे रेलवे स्टेशन के रख-रखाव, शौचालयों की सफाई और ट्रेन में शुद्ध पीने के पानी की व्यवस्था। गरीब आदमी बिसलेरी की बोतल का पानी नहीं पी सकता है, इसके लिए हमारी सरकार ने, हमारे मंत्री जी ने रेल शुद्ध पानी पीने की व्यवस्था कराई है। मैं इसके लिए भी उनको बधाई देती हूँ कि उनकी वजह से आज आम आदमी भी ट्रेन में शुद्ध पानी पी सकता है।

उन्होंने टिकटों की ऑनलाइन बुकिंग, बीमार और विकलांग व्यक्तियों के लिए बैटरी कार, सभी धार्मिक स्थलों के लिए विशेष ट्रेन चलाने की सुविधा भी दी है। हमारी सरकार ने पिछले दस सालों की तरह महज रस्म अदायगी के लिए रेल परियोजनाओं की घोषणाओं की परंपरा को इस साल तोड़ा है। पिछले तीन दशक में सरकार द्वारा कुल 676 परियोजनाओं की घोषणा की गई थी। इनमें से केवल 317 परियोजनाओं को ही पूरा किया जा सका है। 359 परियोजनाएं आज भी पूरी होने की राह ताक रही हैं। पिछले 10 सालों में 99 रेल लाइनों की मंजूरी दी गई, परन्तु आज तक केवल एक रेल लाइन को पूरा किया जा सका है। इसलिए हमारी सरकार ने व्यावहारिक रुख अपनाया है और कोरी घोषणाओं की परम्परा से विपरीत व्यावहारिक और टिकाऊ रुख अख्तियार किया है।

मैं अपने एल.ओ.पी. साहब को सुन रही थी। उनके पूरे भाषण में उनको सिर्फ यही चिन्ता सताए जा रही थी कि हमने जनता के सामने अपना प्रेजेंटेशन, अपनी मार्केटिंग बहुत अच्छी की है। आप तो कई वर्षों से मार्केटिंग करते आए, लेकिन आपकी मार्केटिंग से ऊब कर जनता ने आज हमें

[श्रीमती कुसुम राय]

मौका दिया है। इसलिए यह निश्चित है कि हमारी सरकार और हमारे प्रधान मंत्री जी की इच्छा शक्ति से हम 5 साल नहीं, 20 साल तक राज करेंगे, लोकार्पण करते रहेंगे और यह लोकार्पण की संख्या बराबर चलती रहेगी। ...**(समय की घंटी)**...

माननीय उपसभापति जी, मैं एक बार पुनः यह कहना चाहूंगी कि हमारी सरकार ने बजट के उस हर बिन्दु पर ध्यान दिया है, जिसकी आज के परिवेश में जनता को आवश्यकता है। इसलिए मैं अपनी सरकार, अपने प्रधान मंत्री जी के दूरगामी संकल्प और रेल मंत्री जी के दृष्टिकोण को बधाई देती हूँ तथा इस बजट का पूर्ण समर्थन करती हूँ।

SHRI DEREK O'BRIEN (West Bengal): Sir, let me go back to 120 years. This is a story of an Assistant Engineer, who worked on what was the Bengal-Nagpur Railway, which later became the South Eastern Railway, somewhere between Chakradharpur and Bilaspur. This Assistant Engineer who worked in the Indian Railways had a son who dutifully, after that, joined the Indian Railways sometime in the early 1920s. He has later rose to the rank of PWI in the Railways. This is the second generation. Then this PWI in the Railways had a third generation. He had seven sons and three daughters. Of the seven sons, six joined the Indian Railways as part of the Indian Railway family and out of the three daughters, one jamaai also joined the Indian Railways. Currently, from the same family lineage, there are two who are working on the Indian Railways. Sir, that is why what the Minister said or didn't say at the beginning of his speech has caused me much pain and concern. It doesn't matter who this family was. Sir, you walked in five minutes late and we, in very good spirit, accepted your heartfelt apology. In your reply, Sir, after I told you the story, may be, you would like in your wisdom and humility to consider an apology because I need to quote from your Budget speech, page 3, para 12, "We have a total track length of 1.6 lakh kms, 63,000 coaches, 2.4 lakh wagons and 13.1 lakh employees." Sir, one of your very enthusiastic and learned hon. Members, the first person who spoke from the BJP, congratulated you for all the great work you have done and ought to have learnt in 45 days, and no one has done anything in the last sixty years. You have obviously delivered the historic opening lines of your Budget. I have gone through the last thirty years' Budgets. This is the first time, and it is historic, that the Railway *Mantri* has not put in one word besides the number of employees to thank the Railway family. This is a family of 13.1 lakh employees; this is a family which is the same size of the family of the Armed Forces with 13 lakh-fraction employees; this is the family with 13 lakh pensioners. The Armed Forces have 25 lakh pensioners. This is the family which doesn't sleep at night just like the Army and its jawans and brave soldiers who don't sleep at night. I would like to believe that Railway family deserves two simple words or 'Thank you' from the Rail *Mantri*. Sir, you will pardon me if I got a little emotional in my opening

remarks because the story which I was telling you about the four generations is a story of my mother's family and I had the good fortune, about three or four years ago, before I came to Parliament, when the then hon. Railway Minister, Ms. Mamata Banerjee, asked me to do a role as the Chairman of the Passenger Services Committee, which I enjoyed.

Now, Sir, through you, let me share some thoughts, some views, some constructive criticism and the way forward because I believe that there is a chance to take this forward (i) in your reply, and (ii) in the next Budget which you will present a few months from now.

Let me come to my first point today, that is, passenger fares. ₹ 30,000 crores negative is shown on the passenger fares. Sir, the Trinamool' Congress disputes this figure of ₹ 30,000 crores. Our belief is that this figure is about ₹ 7,000 or ₹ 8,000 crores maximum. So, the first reason I should give you as to why we dispute this figure and I am happy that along with the Rail Mantriji, Nirmalaji is also here from the Finance Ministry. We heard a lot of things in the Budget about reforms and the way forward. That's very good. If you are really serious about doing some serious reforms, look at those passenger fare distribution costs. Let me take you back to 1921. In 1921, Acworth Committee was set up. I don't know who Mr. Acworth was, but there was an Acworth Committee set up in 1921 and four years later, on the recommendations of the Acworth Committee, in 1925, the first Railway Budget was presented. I would like to tell the Minister that it has been 90 years and the way passenger fares are calculated or the heads which they are put under are the same as those which were proposed by the late and genius Mr. Acworth 90 years ago. If you are serious about looking at that system, you have to look at Acworth. The first thing you might tell me is that why we did not look at the Acworth Committee recommendations when Mamataji was the Railway Minister. Well, a lot of work was done. Maybe, the spirit was strong but the flesh was weak and other developments took place after that. Sir, 95 per cent of the fares, which you are talking about, has not to do with Shatabdi, Duronto and Rajdhani. Ninety-five per cent is the base fare. In his speech and in the speeches of some of the Members from BJP, there is a mention of China. We hear a lot about China. I will just make two quick points on China. One, China does not touch the base fares. China hits you at the highest fares. Second point about China is that in China, the Government funds big projects. Sir, if you relook at those numbers, there is no reason (a) to push those passenger fares up before the Budget, (b) to push it up by 14-fraction per cent, and (c) finding a reason to put the fares up again maybe in the next six or eight months. We do not buy the argument that if you want better amenities, if you want better safety, you have to pay more. Who has to pay more? Our belief is that the two are not linked to each other. That is on passenger fares.

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Sir, I would again like to quote from the Railway Minister's Budget because by his own admission, Rail Mantriji seems to be in a dilemma. These are his words, not mine. I quote, "The dilemma of choosing between commercial viability and social viability." Sir, there is no dilemma. As far as Trinamool Congress is concerned, there is absolutely no dilemma. Social Viability - one, commercial viability - two. There have been enough Rail Budgets presented on this issue, and, if you are in a dilemma, well, please, try in the next few months to get out of this dilemma. Sir, the first Speaker from the BJP in this House and the Railway Minister in the other House said that their predecessors fell prey to the *nasha* of claps in the House when they announced these Budgets, and, through the speech, not much credit was given to the predecessor. When the hon. Leader of the Opposition, Ghulam Nabi ji, spoke, he also gave you a few examples of how these ideas were either robbed or pinched or the less generous would say, copy-paste. I humbly disagree with the learned Leader of the Opposition in this part of his speech because when he was referring to the copy-paste examples, he referred to 2013 Budget copy-pasted and made into 2014 Budget. True. But, I want to go one step back for the Leader of the Opposition. If the NDA Government copy-pasted 2013, where was 2013 copy-pasted from? So, this is copy-paste of a copy-paste.

I want to give you few examples of where the original copy-paste came from. Let me give you just five or six quick examples. I quote from your Budget, Sir. You mentioned, "17,000 RPF constables and 4,000 women RPF constables". Now, I quote from 2010. It mentioned, "Twelve companies of women RPF personnel to be named 'Mahila Vahini'; 16,000 ex-servicemen to be deployed in the force." Now, a certain lady said this in her Budget speech in 2000-10. Fair enough. If you liked the idea, by all means, copy it but, at least, give the credit when it is due.

Again, I quote, "Railways propose to introduce modern trolleys at all important stations." I am not quoting from 2014 Budget. I am quoting from 2010 Budget. You talked about the stations. These are already in existence in the stations. Let us come to the third one. I have got five, six examples, "improve linen management to bring about quality of washing through mechanized automatic laundries" - 2010 Budget. Now, listen to 2014 Budget. This is paraphrasing that they taught us in school. "Increased mechanized laundry in order to improve quality of bedrolls provided in AC coaches". Maybe, in 2009-10, they were only talking about the pillowcases and now you are talking about the bedrolls.

Coming to RO drinking water, it is the same as mentioned in 2010-11, and, implemented in four or five places, the Railway officers would update you. In 2009-10,

under the brand name 'Mushkil-Aasaan', automatic vending machines for selling tickets were there. In your Budget speech, you talked about next-generation e-ticketing system, already started in 2009-10. Cleanliness outsourcing - here, you did not refer to any of the Budget speeches. You referred to the Vision 2020 Document. Sir, to the best of my knowledge, cleanliness work has already been outsourced to Eureka Forbes. Domestic tourism - it is the same story, a repeat of 2010-11. Bullet trains - it was mentioned in the Vision 2020 Document by the Railway Minister, Ms. Mamata Banerjee in UPA-II. Even though it was mentioned in Vision 2020 Document, why was it not spoken about after that? What was the logic? In the same Document, Vision 2020, which you have generously copy-pasted in your current speech, freight corridors were also mentioned. These are, 1, 2, 3, 4, 5, 6. You have kept the freight corridors and you have kept the bullet train. Why was the bullet train not mentioned in five years? I hope in the next few minutes I can tell you why. One, the cost to build a bullet train per kilometer approximately can be between 150 to 200 crore rupees and the cost to build a dedicated freight corridor - I am not a railway expert. So, I am giving you loose figures which are read and understood - is anywhere between 10, 15 or 20 crores of rupees. So, because of the huge cost differences, the idea itself of a bullet train is great. But is this an idea whose time has come? Other speakers before me have mentioned also about the prohibitive costs of bullet trains. Sir, having generous digs at previous Railway Ministers, dismissing all that they have done and saying that every Railway Budget had been populism before this and this one is not, fine. If you do not do 'populism', why did you introduce 58 new trains, may I ask you, Sir? Fifty-eight new trains will require one thousand new wagons. One thousand new wagons is the total capacity of the Integral Coach Factory in Chennai, plus you have to replace all your existing old wagons. So, do not tell us that you do not want to do 'populism'. Then, slip all this in. Sir, I think it is my duty here to recap some of the big contributions which have been made by former Railway Ministers. I am not playing politics here for the next twenty minutes because I was not even for the first ten. But we need to appreciate what has been done in the past. Gopalaswami Ayyangar introduced the concept of Railway Zones. If it was not for Madhu Dandavateji, perhaps we would still have railway sleepers which did not have the cushions. Those were all having wooden cushions and Madhu Dandavateji introduced cushions. It was Madhavrao Scindiaji who was the first to seriously take IT as a serious player and integrated the Indian Railways. Shri Nitish Kumar introduced the Tatkal Scheme and also Sampark Kranti. Laluji introduced the Garib Rath. Mamata Banerjee gave the Vision 2020 Document, Duronto Express and Izzat Passes. These Railway Ministers, in their past, have also created brands across parties. If Laluji created a Garib Rath, which was the cheaper version of the Rajdhani, Sampark Kranti

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had a very interesting concept where it would go from Delhi to a State and in that State, it would have many stops. After Rajdhani and Shatabdi, Durgam is an idea; it is a big idea. These are the big ideas. Tell us, in your Budget, which is your one big idea. The only big idea is the bullet train, which will take many years to become a reality. My Hindi is very bad. I am going for Hindi tuition. I am trying to improve but I am good enough to have learnt at least four words 'सबका साथ, सबका विकास'. I want to give you some examples of how this has remained a slogan. Let me give you two examples and then, I am afraid, you will have to put on your headsets because I am going to speak in the language of the State where I come from and I am more comfortable in speaking. Let me give you two examples. These have to qualify to go into the Guinness Book of World Records. Adra Coach Factory, you may remember the story of Adra that I told you in the beginning, and Kharagpur Wagon Factory are in Bengal. The total budget for the Adra Coach Factory is ₹ 176 crores and for Kharagpur, it is ₹ 100 crores.

If he had allocated ten crore rupees, we would have said that it is not bad because it would take ten years to build it. If he had allocated five crore rupees, we would have felt happy. If he had allocated one crore rupees, we would not have been smiling. If he had allocated one lakh rupees, we would have been shattered. But it is one thousand rupees! It is one thousand rupees for a project of Rs.176 crore!

*Now I shall speak in Bengali. You have allocated a mere ₹ 1000 for the ₹ 176 crore project for Adra Coach Factory. Many thanks to you. Again, you have allocated just ₹ 1000 for the sanctioned ₹ 100 crore project for Kharagpur Wagon Factory. What has been wrong with West Bengal? Hadn't it voted for the BJP? BJP has garnered 15-16% vote share in the elections. They now have 2 Members of Parliament (Lok Sabha), while we have 34 Members of Parliament (Lok Sabha) from West Bengal. Bengal does not go begging for anything. Let me say something more. Kolkata Metro is the only Metro run by the Indian Railways. Everyone else is independent. And it's the first Metro. Out of ₹ 10,000-crore for Kolkata Metro, you have allocated just ₹ 500 crore.

Toy Train' Darjeeling is a UN heritage site. You must look at the ways to improve and help out the toy train in Darjeeling. You have mentioned about the High-speed Diamond Quadrangle, but Kolkata is out of the area covered by the Quadrangle. Let me say further more.

I seek the indulgence and patience of my colleagues here. And I am not being shy about this, because I have to read a list of about eight projects where the total cost of projects is ₹ 400-500 crore.

*English translation of the original speech made in Bengali.

MR. DEPUTY CHAIRMAN: Derek *ji*.

SHRI DEREK O'BRIEN: Sir, there is only one speaker here. We have 28 minutes.

MR. DEPUTY CHAIRMAN: That is what I wanted to tell you. You know that. You proceed then. I only wanted to caution you.

SHRI DEREK O'BRIEN: Yes, Sir. Let me now speak about the expansion of Circular Railway. Out of ₹ 281 crore, you have allocated just ₹ 2 crore. For Lakshmikanto-Namkhana route, out of ₹ 400 crore, just ₹ 1 crore was allocated. For Tarakeshwar-Bishnupur route, out of ₹ 900 crore, you have allocated ₹ 5 crore. For the route of Tarakeshwar-Magra-Furfura, out of ₹ 350 crore, you have allocated a meagre ₹ 20 lakh. For the Hasnabad - Hlimalganj route worth ₹ 250 crore, it has got only an allocation of ₹ 50 lakh. There is a long list of projects in West Bengal being overlooked: Howrah, Digha to Jaleshwar, Tamluk to Digha, Badula to Lalgargh. There is Diamond Harbour line upgradation. Then there is Canning line upgradation. I am sure Mantriji has seen this entire list and, in his -wisdom, has given this pitiful allocation to Bengal.

Sir, let me move on to another very fascinating part of this subject which is freight. Twenty years ago, sixty per cent of the total freight traffic which moved in India moved by the Railways. That sixty per cent figure has come down to thirty-one per cent. Blame all the former Railway Ministers for it. Fine. Freight is growing at 4.8 per cent. And if I were to believe the Finance Minister and what he said, and there is no reason to disbelieve him, we are growing at 5.4 percent. If the economy is growing at six per cent, freight cannot be growing at 4.8 per cent. You need some ideas to get freight to grow at six-plus or seven per cent. Where is freight losing out to, Sir?

I have two points to make. One is this. Out of 250 million tonnes food grains that the Food Corporation of India moves, the Railways move 50 million tonnes. Out of about 290 million tonnes of cement, 90 million tonnes move through the Railways. Now, where is the problem? The problem is that the Railways are losing out to road. We will give you two solutions. I urge you to, at least, try them, because some of them have already been tried as pilot project. You cannot compete with road.

First one is on the Railways. You cannot book a consignment of 1,000 tonnes or 1,500 tonnes today. You cannot. Capacity of each railway wagon is sixty tonnes. Ten wagons means 600 tonnes. Where do you go? You go to the road. Now, you need to stop competing with road. You need to make road your partner. So, we recommend that what was done in Konkan, try that again. It was RORO. The concept of RORO is Roll On Roll Off. So, the trucks are absolutely loaded on to the train. The trucks don't move but the

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train moves and they are knocked off at the destination. Sir, please try RORO as a pilot project. The other pilot project which you ought to try is the road railer project. It is a steel wheel which is also a pneumatic tyre. That is the basic concept. So, these are two small ideas for freight. The idea is not to compete with roads. Secondly, you have to get smaller tonnages, much smaller tonnages, not 3000 or 4000 tonnes. There is a thought in the Budget. And I will give credit where it is due. There is a thought on parcel. Extend that thought into freight and then you would be talking about 500-600 tonnes and that is why you would not be competing with roads.

Sir, I will make four sentences and four quick points before concluding. The first of those points is on catering policy. Sir, there is a new catering policy in place which was put together in 2010. Sir, I urge you to please take a look at that catering policy. With all the responsibility at my command, please find out whether one family runs the catering business in the Indian Railways. The name of the company is Comesum. Comesum is a racket in the Indian Railways. Do what you can to break this racket. It is one family with different addresses. Second point is diesel hikes are linked to airfares. Sir, please do not link diesel hikes to airfares. We have spoken a lot on this. On FDI, defence, insurance and rail, the view of my Party is very, very well known and the magic PPP pill will not solve all your problems.

Sir, I conclude with the point on safety. Before I come to any different kind of safety, I would speak about the elephant corridor. That is also a safety issue. From Alipur Duar to Jalpaiguri, elephants are being killed. There are rules in place. The Railways have the rules. Sir, through you, I urge the Minister to implement those rules about not driving. There is also a Supreme Court order in this regard. Elephants are getting killed. One out of three level crossings in this country is unmanned. Our suggestion is, put a time-line in place. Otherwise, there is no other solution for this. Sir, I would conclude now.

Sir, I also love being on internet, love tweeting and being on Facebook and everything. Sir, 'Wifi' is a favourite four-letter word. But, I will tell you a story which might make you think about another four-letter word. The story goes back 10-11 years to one Paresh Nathwani. Paresh Nathwani is a pipe dealer in Kandivali in Mumbai. It's a true story. About 10 or 11 years ago, Paresh Nathwani saw that someone was knocked down by a train, which was horrific to him. Then, they got these advertising banners to wrap the body of that person. This happened in Grant Road. So, from that time, Paresh Nathwani religiously goes to Grant Road and Andheri station everyday. Ten shrouds are needed everyday for accidents on the suburban trains in Mumbai. Paresh Nathwani gives two. That means, 650 yards of cloth every year are not enough to prevent those rail accidents

in Mumbai. Sir, safety is an issue. On the bigger point of safety, Sir, we can recommend to you that the ACD, Anti-Collision Device, is the best way to go. That has been tested. But, coming back to my story, Paresh Nathwani and his friends give out those shrouds. The only way that number of 4000 can come down and disappear is not by a four-letter word called 'Wifi', but by another four-letter word called 'Wall'. Sir, 'Wifi' is important, but you decide whether you still want to go with the second four-letter word. Thank you.

MR. DEPUTY CHAIRMAN: Thank you, Mr. Derek O'Brien for adhering to the time limit and cooperating with the Chair. Now, Shrimati Kahkashan Perween.

श्रीमती कहकशां परवीन (बिहार) : माननीय उपसभापति महोदय, लोकतंत्र की इस सर्वोच्च पंचायत में आज मुझे पहली बार बोलने का मौका मिला है, इसके लिए मैं आपका और अपने नेताओं का शुक्रिया अदा करती हूँ और साथ ही साथ मैं आपका और इस सदन का आशीर्वाद भी चाहूँगी। मैं माननीय रेल मंत्री जी को मुबारकबाद देना चाहती हूँ कि उनका यह पहला रेल बजट है, लेकिन इस बात के लिए अपना असंतोष व्यक्त करना चाहती हूँ कि यह रेल बजट आम लोगों का बजट नहीं है, बल्कि पूंजीपतियों का बजट है। इसमें आम लोगों का ख्याल नहीं रखा गया है, इसमें जो गरीब तबके के लोग हैं उनका ख्याल नहीं रखा गया है। मैं यह बताना चाहती हूँ कि देश की जनसंख्या के 80 प्रतिशत लोग साधारण डिब्बे में सफर करते हैं, या फिर स्लीपर क्लास में सफर करते हैं। अगर किसी भी ट्रेन को देखा जाए, तो उसमें एसी की जो बोगियां रहती हैं, वे ज्यादा से ज्यादा पांच या छह रहती हैं, उसमें ज्यादातर डिब्बे स्लीपर क्लास के होते हैं या फिर साधारण क्लास के होते हैं। मैं आपको यह भी बतलाना चाहती हूँ कि राजधानी ट्रेन से जो मेरा पहला सफर हुआ है, वह 22 मई, 2014 को हुआ है। जब मैं राज्य सभा की सदस्य बनी, तब मैंने पहला सफर राजधानी ट्रेन से किया। वह इसलिए कि मैं एक मध्यमवर्गीय परिवार से आती हूँ और हमारी जेब इस बात की इजाजत नहीं देती कि मैं एसी से या राजधानी से सफर कर पाती। मैं यह कहना चाहती हूँ कि माननीय मंत्री महोदय, जो आपने रेल का किराया बढ़ाया है, इसके बारे में आप यह कह रहे हैं कि यह कांग्रेस के लोगों का प्रस्ताव था। जब से मैं सदन में आई हूँ, मुझे यह सुनने का मौका मिला है कि यह उन लोगों का प्रस्ताव था, हम लोगों ने तो उस पर सिर्फ काम किया है। मैं कहना चाहती हूँ कि एक कहावत है—'अंधेरे को कोसने से अच्छा है एक दीप जलाना'। आप एक दीप जलाएं, अंधेरे को कोसें नहीं।

माननीय उपसभापति महोदय, मैं माननीय मंत्री जी से कहना चाहती हूँ कि अगर हिन्दुस्तान के नक्शे को देखा जाए, तो हिन्दुस्तान के नक्शे में बिहार वह स्थान रखता है, जहां इंसानी दिल होता है। अगर इंसान के दिल को ठेस पहुंचती है, अगर इंसान के दिल को थोड़ी तकलीफ पहुंचती है, तो उससे इंसानी जिस्म को नुकसान होता है और उससे कहीं इंसानी जिस्म खत्म भी हो सकता है। मैं कहना चाहती हूँ कि आपने जो बजट पेश किया है, इस बजट में आपने बिहार को नज़रअंदाज किया है। आपने उस बिहार को नज़रअंदाज किया है, जो महात्मा बुद्ध की ज्ञान-स्थली रही है, आपने उस बिहार को नज़रअंदाज किया है, जो भगवान महावीर की जन्म-स्थली रही है, आपने उस बिहार को नज़रअंदाज किया है, जो सीता-माता की जन्म-भूमि रही है, आपने उस बिहार को अनदेखा किया है, जहां से महात्मा गांधी ने अपने सत्याग्रह का आंदोलन शुरू

[श्रीमती कहकशां परवीन]

किया था, आपने उस बिहार को नज़रअंदाज किया है, जिसमें लोकनायक जय प्रकाश अपनी क्रांति छेड़ी थी, आपने उस बिहार को नज़रअंदाज किया है, जिसने प्राचीन काल में नालंदा विश्वविद्यालय एवं विक्रमशिला विश्वविद्यालय से ज्ञान की रोशनी बिखेरने का काम किया, आपने उस बिहार को नज़रअंदाज किया है, जिसमें देश के प्रथम राष्ट्रपति डा. राजेन्द्र प्रसाद जी ने जन्म लिया। मैं आपसे गुजारिश करना चाहती हूँ कि आप हमारे बिहार के लोगों को नज़रअंदाज न करें। मैं आपसे पूछना चाहती हूँ कि जो पूर्व की सरकार ने बहुत सारी घोषणाएँ की थीं, उस पूर्व की सरकार द्वारा की हुई घोषणाओं के कामों को क्या आप पूरा नहीं करेंगे? पूर्व के बजट में बिहार में हरनोत के लिए रेल कोच फैक्टरी की घोषणा की गई थी, कोसी रेल पुल की बात की गई थी, ... हाजीपुर-सुगौली रेल लाइन की घोषणा की गई थी। दीघा-सोनपुर रेल सड़क पुल की घोषणा की गई थी। राजगीर-हिसवा-तिलैया रेल मार्ग योजना की घोषणा की गई थी। देवघर से सुलतानगंज रेल लाइन की घोषणा की गई थी। मुंगेर में गंगा नदी रेल पुल के निर्माण की बात कही गई थी। इन सारी योजनाओं को अभी तक पूरा नहीं किया गया है। मैं आपसे आग्रह करती हूँ, अपने बिहारवासियों के लिए आपसे विनती करती हूँ कि पूर्व की सरकार ने जो घोषणाएँ की हैं, उन घोषणाओं को पूरा करने का काम आप करें।

माननीय मंत्री महोदय, मैंने ...(व्यवधान)... माननीय मंत्री महोदय ...(व्यवधान)...

MR. DEPUTY CHAIRMAN : Don't interrupt. It is a maiden speech.

श्रीमती कहकशां परवीन : माननीय मंत्री महोदय, मैं यह कहना चाहती हूँ कि आपने चार हजार महिलाओं की नौकरी की बात कही है, उनकी हिस्सेदारी और भागीदारी की बात कही है, लेकिन हम औरतें तो आधी आबादी हैं। आपने उस तरह का हिसाब हम लोगों के साथ रखा है, जैसे 'ऊट के मुंह में जीरा' इसलिए इसमें हम लोगों की तादाद, महिला रेलकर्मियों की तादाद भी बढ़ानी होगी। आप जानते हैं कि ब्रह्मा ने जब कामों का बंटवारा किया था, तो शिक्षा का काम मां सरस्वती जी को दिया था और धन की जिम्मेदारी लक्ष्मी जी को दी गई थी। शक्ति का काम अगर किसी को दिया गया था, तो वह दुर्गा जी को दिया गया था और शास्त्रों में भी लिखा है-

‘या देवी सर्वभूतेषु शक्तिरूपेण संस्थिता,
नमस्तस्यै नमस्तस्यै नमस्तस्यै नमो नमः॥’

मैं यह कहती हूँ कि आपने रेलवे में जो चार हजार महिला कांस्टेबलों की भर्ती की बात कही है, कृपया आप उस संख्या को बढ़ाएं। मैं यह जानती हूँ कि महिलाएं किसी से कम नहीं हैं, इसलिए महिला टी.टी. या महिला टी.सी. की बात भी आप करें। अगर आप महिला काउंटर्स की बात करते हैं, आप महिला की सुरक्षा की बात करते हैं, तो सबसे पहले स्टेशन पर जाकर देखिए कि एक ही महिला काउंटर रहता है, जिस पर काफी भीड़ रहती है। कभी औरत अपने आपको संभालती है, कभी अपने कपड़ों को संभालती है, कभी अपने बच्चे को संभालती है, कभी अपने समान को संभालती है और काफी दिक्कतों के साथ टिकट कटाते हुए वह ट्रेन पर जाती है। कभी-कभी ऐसा होता है कि उसे दौड़कर ट्रेन पकड़नी पड़ती है, इसलिए मैं माननीय मंत्री जी से आग्रह करूंगी कि इसका भी ख्याल रखा जाए और महिला टिकट काउंटर्स में बढ़ोतरी की जाए।

महोदय, मैं माननीय मंत्री जी से कहना चाहती हूँ कि अक्सर इलेक्ट्रॉनिक मीडिया या प्रिंट मीडिया में हम देखते हैं, जिसमें कहा जाता है कि चलती हुई ट्रेन में महिला ने एक बच्चे को जन्म दिया। अक्सर टी.वी. में यह दिखाया जाता है या अखबारों में यह खबर छपी है। इसलिए मैं माननीय मंत्री जी से कहना चाहूँगी कि हर ट्रेन में एक डिब्बा वह हो, जिसमें यह जिक्र किया जाए कि जो गर्भवती महिलाएं होंगी, वे उस डिब्बे में सफर करेंगी और उनकी सुविधा के लिए हर प्रमुख स्टेशन पर एक महिला डॉक्टर की आवश्यकता है। अगर ट्रेनों में ऐसी सुविधा कर दी जाए, तो यह बहुत ही अच्छा होगा।

माननीय मंत्री महोदय, मैं अपनी बात को आगे बढ़ाते हुए यह कहना चाहती हूँ कि आपने बुलेट ट्रेन चलाने की बात कही है, मैं इसका स्वागत करती हूँ, लेकिन मैं आपको यह बताना चाहूँगी कि जब बुलेट ट्रेन चलाने में 60 हजार करोड़ रुपए खर्च हो रहे हैं, तो जो हमारी ट्रेनों की रफ्तार कम है, जो उनके ट्रैक में सुधार की आवश्यकता है, जो ट्रैक के दोहरीकरण की आवश्यकता है, पहले उस पर हम काम करें। अभी मैं आपको बताती हूँ कि पिछले इतवार को हम लोगा 'हावड़ा राजधानी' में सफर कर रहे थे, उस ट्रेन के यहां पहुंचने का समय 9 बजकर 55 मिनट है, लेकिन उसने मुझे यहां 12 बजकर 10 मिनट पर पहुंचाया, तो इसलिए पहले मौजूदा ट्रेनों में सुधार की आवश्यकता है, फिर आप बुलेट ट्रेन की बात करें।

महोदय, मैं एक कहानी बताना चाहती हूँ एक लड़का रात के अंधेरे में आसमान को देखते हुए चला जा रहा था। एक बूढ़ी ने उससे पूछा, बेटा, तुम क्या कर रहे हो? उसने कहा - मैं तारों का अवलोकन कर रहा हूँ और वह चला जा रहा था, चला जा रहा था। बूढ़ी भी उसके साथ चली जा रही थी। अचानक उसका पैर गड्ढे में चला गया। बूढ़ी औरत ने पूछा कि यह क्या हो गया है? तब उस लड़के ने जवाब दिया कि मेरा पैर गड्ढे में गिर गया है। तब बूढ़ी औरत ने कहा कि बेटा, तुम आसमान देख रहे हो, अच्छी बात है, लेकिन जमीन को भी देखो ताकि गड्ढे में न गिर जाओ। सर, भागलपुर से आती हूँ, भागलपुर हमारा घर है, यहां से मैंने राजनीति की शुरुआत की। सबसे पहले भागलपुर के लोगों ने मुझे वहा पर वार्ड काउंसलर चुना और मुझे प्रथम महिला मेयर होने का गौरव प्राप्त हुआ, इसलिए वहां के प्रति मेरी कुछ जवाबदेही बनती है। वह मेरी ससुराल है, इसलिए वहां के लोगों की परेशानियों को मैं आपके बीच रखना चाहती हूँ। माननीय मंत्री महोदय कृपया इस पर नज़र-ए-इनायत करेंगे। भागलपुर में ट्रेनों की जो रफ्तार है, दिल्ली से भागलपुर के लिए जो ट्रेन चलती है, उसकी रफ्तार पटना के बाद इतनी कम हो जाती है कि ऐसा लगता है कि ट्रेन से उतरकर अगर आदमी पैदल सफर कर ले तो बेहतर है, रोने को मन करता है, इसलिए मैं आपसे कहना चाहती हूँ कि गाड़ियों की रफ्तार में तेजी लाएं। आप भागलपुर से आनन्द विहार और भागलपुर से लोकमान्य तिलक, जनशताब्दी एक्सप्रेस चलाने का काम करें। मान्यवर, मैंने आपसे एक सवाल पूछा था, पूर्व की सरकार ने इसकी घोषणा की थी कि भागलपुर को रेल मंडल बनाया जाएगा, लेकिन जब मैंने आपसे यह सवाल किया कि रेल मंडल बनाने की आपकी योजना है तो आपने सीधा मुझे यह जवाब दे दिया, 'प्रश्न ही नहीं उठता है।' इस बात से मुझे काफी दुख हुआ है। सर, भागलपुर वह सरजर्मी है, जहां पर उत्तरवाहिनी गंगा बहती है, जहां विक्रमशिला विश्वविद्यालय ने प्राचीन काल में ज्ञान की रोशनी बिखेरने का काम किया है। भागलपुर वह सरजर्मी है जो दानवीर कर्ण की धरती है, जो रोजाना सवा मन सोना लोगों को दान किया करते थे। आज वह भागलपुर अपनी बदहाली पर रो रहा है। मालदा डिवीजन है, भागलपुर वह स्टेशन है, जो सबसे आमदनी देने वाला जंक्शन है इसलिए मैं आपसे गुजारिश करूँगी कि

[श्रीमती कहकशां परवीन]

आप उस पर ध्यान दें। कोलकाता की दो ट्रेनें वहां चलती हैं, एक जमालपुर -हावड़ा चलती है और एक गया-हावड़ा चलती है, लेकिन उनमें इतनी भीड़ होती है कि टिकट मिलने में इतनी दुश्चारी होती है कि वेटिंग टिकट भी नहीं मिलती है और 'नो रूम' लिखा रहता है। इसलिए मैं आपसे गुजारिश करती हूँ कि अगर सुबह के समय भागलपुर से वर्धमान तक एक ट्रेन चला दी जाए तो लोगों को काफी सहूलियत होगी। मैं यह कहना चाहती हूँ कि भागलपुर स्टेशन से नॉर्थ और साउथ यात्री के आमद-रफ्त का रास्ता बनाया जाए। मैं माननीय मंत्री महोदय से यह आग्रह करना चाहती हूँ कि वे मेरी बातों पर ध्यान दें। सर, मैं रांची की बेंटी हूँ और भागलपुर की बहू हूँ, मेरे यहां झारखंड से आए सांसद सजीव जी बैठे हैं। मैं उन्हें चाचा कहती हूँ। वे यहां बैठे हुए हैं वे कह रहे थे कि राजधानी ट्रेन सप्ताह में सिर्फ दो ही दिन चलती है। महोदय, उस राजधानी ट्रेन को सप्ताह में सातों दिन चलाया जाए। मैं इसकी मांग रखती हूँ। कहिटार से पटना के लिए इंटरसिटी चलती है, मैं कहना चाहती हूँ कि अगर उसे आप जोगबनी से चलाएं तो काफी अच्छा होगा। सर, आखिर में एक बात कहकर मैं अपनी बात समाप्त करना चाहूंगी। इस बजट को देखकर मुझे ऐसा लगाता है कि:

"भाजपा कह रही, यह बड़ा तोहफा है,
जनता कह रही, यह बड़ा धोखा है।
बहुमत का यह अच्छा मौका है,
यह पूंजीपतियों का लेखा-जोखा है॥"

शुक्रिया।

MR. DEPUTY CHAIRMAN: It was a very interesting speech with stories and all.

DR. V. MAITREYAN (Tamil Nadu): Sir, it was a maiden speech.

श्री उपसभापति : आप बहुत अच्छा बोलीं।

श्रीमती कहकशां परवीन : शुक्रिया, सर।

MR. DEPUTY CHAIRMAN: Dr. Maitreyan, you know the time constraints.

DR. V. MAITREYAN: I will not exceed five minutes and it will be non-controversial!

MR. DEPUTY CHAIRMAN: Then that is news!

DR. V. MAITREYAN: Mr. Deputy Chairman, Sir, since two Members from my party have already spoken elaborately, I will have a single point focus on the Mahamaham festival and the request from the people of my native district, Thanjavur, in this regard to the hon. Railway Minister. Situated on the banks of the River Cauvery, Kumbakonam is famous for its religious, cultural, industrial and commercial aspects. It is a 'City of temples' with nearly 300 temples in the city itself and hundreds more in the neighbourhood and most of them being ancient and legendary.

3.00 P.M.

The famous Mahamaham festival is celebrated here once in every 12 years. It attracts millions of pilgrims. Mahamaham is celebrated in the year 2004 and millions of people come. They congregate here to have a holy dip in the sacred tank. This festival is considered to be the Kumbh Mela of the South.

The Mahamaham occurs once in 12 years, during the full moon of the Tamil month of Maasi *i.e.*, February-March when the Moon is in conjunction with the lunar asterism *i.e.*, Maha Nakshatram and when Jupiter is in the constellation of the Leo. Incidentally, Maasi Maham is the birthday of my party chief and Chief Minister of Tamil Nadu Puratchi Thalaivi Amma.

Sir, the last Mahamaham was in 2004. The next Mahamaham is due in February-March 2016 and the city has to be geared up now itself to meet the demands of heavy traffic of men and material. More than 10 million pilgrims are expected to attend this festival. Hence, I request the hon. Railway Minister to undertake the following measures.

Firstly, the main line between Villupuram and Trichy *via* Mayiladuthurai is a single line route and passes through thickly populated areas and places of tourist and economic importance such as Cuddalore, Chidambaram, Mayiladuthurai, Kumbakonam, Thanjavur, etc. Single line availability poses problem for the passage and new, long-distance and faster trains could not be introduced in this passenger predominant section. The doubling work between Ponmalai (Trichy) and Thanjavur has been sanctioned and work is going on at a snail's pace. Hence, as a prelude for converting the main line into a double track route, doubling work between Thanjavur and Kumbakonam may be completed before Mahamaham in 2016. This will enable faster movement of several passenger and express trains to be operated during Mahamaham period.

Secondly, survey for 65 kms. long Kumbakonam- Virudhachalam new railway line *via* Jayamkondan and Andimadam has been completed and is waiting for the approval of the Railway Board. The estimate is around Rs. 750 crores. If this line is expedited to be completed before the Mahamaham, this route will be an alternate route to Chennai, Tirupati, Bangalore, etc.

Sir, present halt stations at Darasuram and Thirunageswaram, which are adjacent to Kumbakonam, should be converted into a block station *i.e.*, crossing station. This will enable better platform management at Kumbakonam during Mahamaham.

Sir, facelift should be given to other nearby stations such as Papanasam, Swamimalai and Aduthurai with additional improved amenities. Pilgrims visiting Mahamaham festival use these stations to visit adjoining temples.

[Dr. V. Maitreyan]

Fifthly, all the three platforms in Kumbakonam Railway Station should be extended suitably to accommodate 24 train coaches. Roofings at Platform No. 2 and 3 should cover the entire platform area. Foot-over-Bridge should be extended to Platform No. 3. Since most long-distance trains with a large number of coaches will be operated during Mahamaham, extension of platform links should be made in all platforms.

Sixthly, a Rail Yatri Nivas may be opened at Kumbakonam. Three retiring rooms available at present are heavily occupied and there is no demand for such rooms.

Coach terminal facility does not exist in the main line area between Villupuram and Trichy. Lack of such coach terminal facility is cited as reason for non-extension of various long-distance trains up to Kumbakonam and Thanjavur though there is a great demand and patronage. Hence, a coach terminal facility may be established at Kumbakonam. Similar facility is available at Allepey and Kottayam which are also intermediate stations.

I request the hon. Minister for following considerations.

1. Running the present Tri-weekly Rameswaram Tirupati Express everyday.
2. Extension of the present Nellore-Trichy intercity express to Mayiladuthurai *i.e.*, Nellore-Mayiladuthurai Intercity Express.
3. Introduction of a daily intercity express between Chennai and Thanjavur on the main line in addition to the existing trains.
4. Lastly, running shuttle trains from Kumbakonam to other nearby stations in sufficient numbers during the peak period of Mahamaham.

श्री उपसभापति : प्रो. राम गोपाल यादव जी, आपको मालूम है कि समय की कमी है।

श्री नरेश अग्रवाल (उत्तर प्रदेश) : उपसभापति जी, दो मेम्बर्स मेडन स्पीच वाले थे। वे हमारी पार्टी के मेम्बर्स नहीं थे।

प्रो. राम गोपाल यादव (उत्तर प्रदेश) : उपसभापति जी, जब आप घंटी बजा देंगे, तब मैं बोलना बंद कर दूंगा।

श्री उपसभापति : ठीक है।

प्रो. राम गोपाल यादव : धन्यवाद श्रीमन्। मैं इस रेल बजट पर न तो कोई आलोचना करने और न ही कोई कमी निकालने की दृष्टि से खड़ा हुआ हूँ। मैं अपने अनुभव से यह बता रहा हूँ कि देश ने चाहे जितनी भी तरक्की की हो, लेकिन आज से पैंतालीस साल पहले रेल यात्रा जितनी सुगम थी, उससे ज्यादा कठिन और तकलीफ़देह यात्रा अब है। डॉ. साहब तथा माननीय मंत्री जी, मैं यह बात इसलिए कह रहा हूँ, क्योंकि 1967-68 में, जब मैं एम.एस.सी. में पढ़ता था तो इटावा से आगरा पढ़ने के लिए जाता था। मैं पैसेन्जर ट्रेन से जाता था और इटावा से आगरा के बीच का

तीन रुपये किराया लगता था। ऐसी समस्या कभी नहीं होती थी कि सीट नहीं मिली, धक्का-मुक्की में लड़के गिर गए या लटक कर चल रहे हैं, लेकिन अब मैं यह सब देखता हूँ। अभी यहां नई दिल्ली रेलवे स्टेशन से सवा चार बजे पूर्व एक्सप्रेस छूटती है। एस.सी. फास्ट डिब्बे के ठीक आगे दो जनरल बोगीज़ लगी होती हैं। वहां पर पुलिस को, आर.पी.एफ. को यात्रियों को कंट्रोल करने के लिए रोजाना डंडे चलाने पड़ते हैं और आधे से ज्यादा यात्री तो चढ़ भी नहीं पाते हैं। कभी बच्चे चढ़ जाते हैं, तो मां रह जाती है, मां और बच्चे चढ़ जाते हैं तो उनका बाप छूट जाता है और यदि कहीं बीच स्टेशन पर कोई पानी पीने के लिए उतर गया, तो पता चलता है कि ट्रेन चली गई, बच्चे ट्रेन में चले गए और आप पानी लेता रहा गया। असली समस्या यह है। देश के सबसे ज्यादा काम की चीज, आम जनता के काम की चीज रेलवे है। मैं आपको भाग्यशाली समझता हूँ कि आपको यह मंत्रालय मिला है। इससे बड़ी सेवा नहीं हो सकती है क्योंकि इसके जरिए जितने बड़े पैमाने पर जनता सेवा की जा सकती है, वह अन्य किसी दूसरे विभाग के जरिये नहीं की जा सकती है। इसके जरिये ही गरीब आदमी चलता है। अगर वह बस में चलता है तो उसका रेल से दोगुना, तीन गुना ज्यादा किराया लगता है। गरीब आदमी की केवल यही सवारी है, लेकिन उसमें आम आदमी के लिए डिब्बा है ही नहीं। आप किसी भी एक्सप्रेस ट्रेन में जाइए, एस.सी. फास्ट, सैंड, थर्ड, फिर रिजर्वेशन वाले डिब्बे लगे होते हैं, लेकिन जनरल बोगीज़ सिर्फ एक या दो होती हैं। मैं जब से पार्लियामेंट में आया हूँ- मुझे बीस साल से ज्यादा हो गए हैं, मैं तब से मांग कर रहा हूँ कि आप रेल में जनरल बोगीज़ को बढ़ाइए। यह सही है कि ट्रेन में आराम हुआ है, लेकिन पैसे वालों को आराम हुआ, एम.पी.जे. को हुआ है, क्योंकि उनको एयर कंडीशन्ड गाड़ियों में बैठने का मौका मिलता है। आप जब चाहे रिजर्वेशन करा लीजिए, रिजर्वेशन मिल जाता है। चाहे जो सत्ता में रहा हो, आम आदमी को कोई आराम नहीं मिला। चाहे आप सत्ता में रहे हों, ये सत्ता में रहे हों या हम सत्ता में रहे हों, लेकिन आम आदमी के लिए कुछ नहीं हुआ है। आज बहुत खराब स्थिति है। जो गाड़ियां अच्छी भी हैं, जैसे शताब्दी एक्सप्रेस है, यह लखनऊ से दिल्ली आती है, अगर आप इसका खाना खा लें, तो बीमार पड़ जाएंगे। चूंकि यह रात दस बजे के बाद दिल्ली पहुंचती है, इसलिए लोगों को ट्रेन में भोजन खाना ही पड़ता है। हमारे जैसे आदमी के साथ आज तक ऐसा नहीं हुआ कि अगर खाना खा लिया, तो अगले दिन पेट न खराब हुआ हो। मैं उस ट्रेन में कभी खाना खाता नहीं हूँ, और तो और मैं उस ट्रेन से जाता ही नहीं हूँ। इस पर कोई चैकिंग नहीं है। आपका जो रेल नीर है, इसकी वही पर रीफिलिंग हो जाती है। नल से पानी भरते हैं, बोतल सील करते हैं और लोगों को बेच देते हैं। रेल में पानी खराब है, खाना खराब है। आप कभी नई दिल्ली रेलवे स्टेशन पर जनरल बोगीज़ के डिब्बों में अकस्मात् चले जाइए, जब स्टेशन पर गाड़ी आती है, तो उसके अंदर कुछ टाउट लोग पहले से ही बैठकर आ जाते हैं। वह जनरल बोगी को घेरे हुए होते हैं और रुपए मांगते हैं कि 10 रुपए दोगे, तो तुम्हें बैठने के लिए जगह दे देंगे। यह होता है। ...**(व्यवधान)**... अब रेट बढ़ गया होगा, हमें नहीं मालूम, लेकिन यह जरूरी होता है।

इसके अलावा, मानव रहित कांसिगज पर लगातार दुर्घटनाएं होती हैं। मान लीजिए कि एक मानव रहित कांसिगज पर दुर्घटना हो गई, कोई ट्रैक्टर ट्रेन से टकरा गया या कोई बस ट्रेन से टकरा गई, 40-50 आदमी मर गए, तो आप उनको जितना मुआवजा देते हैं, जितना कंपेंसेशन देते हैं, उसमें तो कई मानव रहित कांसिगज ठीक की जा सकती हैं, इसके लिए आदमी रखे जा सकते हैं। लगातार इसकी मांग होती रहती है, लेकिन इसकी तरफ कोई ध्यान नहीं दिया जाता।

[प्रो. राम गोपाल यादव]

आप बुलेट ट्रेन चलाएंगे। एक बुलेट ट्रेन चलाने में जितना पैसा लगेगा, उसमें तो सारे हिन्दुस्तान का जो वर्तमान सिस्टम है, उसको आप ठीक कर सकते हैं। यह बुलेट ट्रेन कभी नहीं चलेगी, आप चाहे जितना इसका प्रयास कीजिए। आज मैं यह रिकार्ड के लिए कह रहा हूँ कि आप अगले 20 सालों तक हिन्दुस्तान में बुलेट ट्रेन कभी नहीं चला पाएंगे, न हमारी इकोनॉमिक स्थिति ऐसी है कि हम इसे चला सकें। क्या आप रेल की सारी पटरियों को बदलिएगा? क्या आप रेलवे लाइन के दोनों तरफ सिक्वोरिटी के लिए व्यवस्था कीजिएगा? क्या यह कोई पश्चिमी देश है, जहां जानवर या आदमी न आए? वे सड़क को इधर से उधर पार करेंगे। आप कितना प्रयास कीजिए, लेकिन वे नहीं मानेंगे। आपको बहुत सारी व्यवस्था करनी होगी। जो व्यवस्था है, आप उसको सुधारने की कोशिश कीजिए। मेरी आपसे मांग है और मेरा सुझाव भी है कि आप जनरल ट्रेन्स चलाइए। लालू जी ने गरीब रथ चलाया था, तो गरीब रथ क्या गरीबों के लिए था? आप बताइए, नाम गरीब रथ है, एयर कंडीशन ट्रेन है, उसमें कौन-सा गरीब चलता है? आपने अमीर लोगों का किराया कम कर दिया। जो राजधानी एक्सप्रेस में ज्यादा किराया देकर चलते थे, वे कम किराए में एयर कंडीशंड ट्रेन में जाने लगे। उसमें कोई गरीब तो जा नहीं पाता। नाम गरीब रथ है, लेकिन उसमें गरीब नहीं जा सकता। इसलिए मैं कह रहा हूँ कि आप इस देश के आम आदमी की ट्रेन के माध्यम से सबसे ज्यादा सेवा इस तरह से कर सकते हैं कि आप जनरल बोगियों की संख्या बढ़ाइए और सामान्य गाड़ियां चलाइए, जिनमें कोई रिजर्वेशन न हो, कोई एसी न हो, कुछ न हो। जो लोग दूर तक जाते हैं, उनकी इतनी बुरी हालत होती है, जिसकी आप कल्पना नहीं कर सकते हैं। ...**(समय की घंटी)**... सर, मैं आधा मिनट और बोलूंगा।

माननीय मंत्री जी, कुछ मामले ऐसे हैं, जो बिल्कुल हमारे क्षेत्र से हैं, हमारे जिले से सम्बन्धित हैं। मैं पिछले 15 सालों से इन मामलों को उठाता आ रहा हूँ।

For the last 15 long years. in every speech on the Railway Budget, I have been raising these matters in this House or in that House. I have given examples of three railway lines. One, in 1984, the then Railway Minister, late Shri Madhavrao Scindia sanctioned a railway line between Guna and Etawah. Till date, it has not been completed. Sir, 30 years have elapsed. इसके बाद अटल जी ने स्वयं बटेश्वर में आगरा-इटवा रेल लाइन का शिलान्यास किया। मैं चूंकि उस वक्त भी सभा का मेम्बर था, बटेश्वर में हमारा नाम भी पत्थर पर लिखा हुआ है। आज तक यह लाइन पूरी नहीं हुई है, केवल पुल बने हुए हैं, जो नदी के ऊपर से होकर जाते हैं। ...**(व्यवधान)**... इसी तरह से एक रेल लाइन इटावा से मैनपुरी की थी। हमारे तत्कालीन राष्ट्रपति माननीय ए.पी.जे. अब्दुल कलाम साहब थे, उन्होंने इसका शिलान्यास किया था और नीतिश कुमार जी मौजूद थे। नीतिश कुमार जी ने यह घोषणा की थी कि इसका उद्घाटन भी ये ही करेंगे। उसमें लगभग 90 फीसदी काम हो चुका है, लेकिन सबसे बड़ी समस्या यह है कि अगर काम पूरा हो भी जाए, तब भी वह रेलवे लाइन इसलिए चालू नहीं हो सकती, क्योंकि नेशनल हाईवे अथॉरिटी ऑफ इंडिया (NHAI) का जो एन.एच.-॥ है, उसके ऊपर से आर.ओ.बी. बनना है।

श्री उपसभापति : राम गोपाल जी, आपका समय हो गया है।

प्रो. राम गोपाल यादव : एन.एच.ए.आई. और रेलवे के बीच में कम्युनिकेशन गैप इतना है कि रेलवे वाले कहते हैं कि आर.ओ.बी. तुम बना दो, हम पैसा दे देंगे, लेकिन एन.एच.ए.आई. वाले कहते हैं कि हम नहीं बनाएंगे। You will have to look into it.

मैं आपको इस बात के लिए धन्यवाद देना चाहता हूँ कि मोदी जी के प्रधानमंत्री होने से आपने बनारस के लिए कुछ गाड़िया तो दीं। हमारे मनोज सिन्हा साहब गाजीपुर से मंत्री हैं, चलिए छपरा और बलिया से होते हुए गाजीपुर के लिए भी कुछ रास्ता बन गया है, इसके लिए मैं धन्यवाद देना चाहूँगा। **...(समय की घंटी)...** यहां जो मंत्री बैठे हैं, इन सबको इससे कुछ न कुछ लाभ हो गया, यह अच्छी बात है। कहीं भी सही, किसी बहाने भी सही, आपने कुछ दिया तो सही। लेकिन, मंत्री जी, एक चीज का ध्यान रखिएगा, जब-जब नया मंत्री आता है, वाहवाही लेने के लिए नयी योजनाओं को शुरू तो कर देता है, लेकिन ऑनगोइंग प्रोजेक्ट्स को शिथिल कर देता है। यह एक बहुत बड़ी कमी है, अगर आप ऑनगोइंग प्रोजेक्ट्स को पूरे टाइम पर कंप्लीट नहीं करते, तो उसकी कीमत इतनी ज्यादा बढ़ जाती है कि आपका जो काम उस वक्त 50 करोड़ रुपये में होना चाहिए था, वह अब 500 करोड़ रुपये में हो रहा है।

श्री उपसभापति : राम गोपाल जी, आपका समय हो गया है।

प्रो. राम गोपाल यादव : मेरा आपसे निवेदन है, मैंने अभी जो अनुरोध किया है, आप आम लोगों को और अधिक सुविधाएं दीजिएगा, आम लोगों के लिए और ज्यादा नये डिब्बों की व्यवस्था कीजिएगा, ज्यादा गाड़ियों की व्यवस्था कीजिएगा। **...(समय की घंटी)...**

बड़े लोग तो हवाई जहाज में भी चल लेते हैं, एसी में भी चल लेते हैं, अपनी गाड़ियों में भी चल लेते हैं, उन्हें कभी भी कोई दिक्कत नहीं आती, लेकिन जिनके पास कुछ भी नहीं है, उनके लिए आप ही कुछ कर सकते हैं। बहुत-बहुत धन्यवाद।

SHRI K.N. BALAGOPAL (Kerala): Sir, the tradition of presenting a separate Budget for the Railways started in 1924, during the British period. This was because of the recommendation of a ten-member Committee, headed by Railway Economist, William Acworth. Since then, India has been continuing with the tradition of two Budgets — the General Budget and the Railway Budget. Thus, the concept of a separate Railway Budget started.

After Independence, in 1950-51, the Railway Budget was ₹ 232 crores and the General Budget was ₹ 347 crores. Why did we start the concept of a separate Railway Budget? Because, the Railways have been considered a unifying factor in the country. It is the lifeline of the country.

[THE VICE CHAIRMAN, (DR. SATYANARAYAN JATIYA) *in the Chair*]

Now, in this Railway Budget, the concept of Indian Railways is slowly shrinking. This is what I feel. The Railway Budget has not treated all the Indian States equally. Main thrust has been given to Gujarat, and some thrust has been given to Karnataka and some for other States. A system, which is considered to be the lifeline of the country, should be continued in its true spirit. That is my humble request.

[Shri K.N. Balagopal]

We are having a very good discussion in this House. Some of the speakers were saying that it is not a political Budget, it is a very Conservative and economic Budget. If we seriously consider the future of the Railways, this Budget gives some new types of proposals. The main feature is political vendetta because the States that did not support the Government, did not get anything. This is not a good practice.

Economically, the Government starts with the PPP and ends with the PPP. The PPP is there everywhere. A few days back, we had a discussion on the PPP in this House. We are not against the PPP. The Railway Minister is presenting his Budget here. But there are some other corporations also in this country, like the ONGC, the IOC, etc. They are having their Budget much, much higher than the Railway Budget. But the Railway Budget is presented separately because the prestige of the Railways is different. So, the independence of the Railways should be protected. If we come up with more and more PPP and disinvestment in this sector, without considering the importance of the Railways, it will affect the system. Then, there are proposals like outsourcing of cleaning task. That means class-IIIV employees will not be there. The Railways is the largest employer not only in the country, but in the world. There are about 13 lakh employees in the Railways. But, with such types of proposals, the employment opportunities will go down. It will give rise to unemployment.

Then for food and catering, the proposal is that there will be more packed food in catering. So, food will be costly. This aspect is also there. Then, the PPP is there which will affect land mass also. The Railway is the second largest holder of land mass in the country. As per my understanding, after defence, Railway has got the largest area of land. Sir, if, in the name of PPP, we are handing over the land to the private player, it is not good. There is a report about the Mumbai airport. We came to know how they are using around 190 acres of land in the city of Mumbai. Then, earlier we discussed how the GMR has been using 250 acres of land in Delhi airport. Sir, if you are providing thousands and thousands of acres of land of Railways to someone in the name of PPP for sale or some kind of activity, it will not help. We will not be aware of the facts behind the contract. But the very intelligent people use it for their benefit. So, we should be careful about it.

Then, we have already discussed here about the bullet trains. I am not against the concept of bullet trains. But I do not know whether India is capable of running the bullet trains now. That is the question. The question is, by spending ₹ 50,000-60,000 crores, whether India can do it, and what will be the cost of travelling by bullet trains. It will be more than ₹ 5,000 or ₹ 6,000 from Mumbai to Ahmedabad. We cannot bear the cost of that. So, that is not the immediate feasible thing. There is a need to improve the speed

of the existing trains. Sir, from Trivandrum to Delhi, the distance is 3050 kilometres. The Kerala Express is covering this distance in 52 hours and Rajdhani is covering it in 45 hours. So, the average speed of Kerala Express or Tamil Nadu Express or, for that matter, the speed of the longest route trains is 55, kilometres per hour. If you improve it to 100 kilometres per hour, we can cover this distance within 30 hours. If you improve it to 150 kilometres per hour, then, from longest point, *i.e.*, from Kerala or Kanyakumari, you can reach Delhi within 20 hours. Sir, we have to go for that. If you improve the speed further, *i.e.*, up to 200 kilometres per hour, then the result will be much better. If you are running a train at double the speed, then you can run two trains on the same track within the stipulated time. So, we can use the existing facilities and improve them. We should be very keen to improve the speed.

Then, Sir, using more MEMU trains for shorter distance is very important. At the same time, automatic signaling system is also an important proposal. We have discussed that earlier also. If automatic signaling system is there, it will be helpful.

Sir, coming to Kerala, I have to mention a few points to the Minister. All the MPs of Kerala jointly went to meet the Minister and we had a meeting. Sir, for last many years, in the Railway Budget, many trains had been announced for Kerala. But this is the first time that Kerala has not been given a single train. Unfortunately, we are not paving any BJP MP from Kerala. I think that is the mistake Kerala did. No new train has been announced. We are getting trains from Kerala because it is the farthest in South. And when a train starts from Kerala and comes to Delhi *via* Tamil Nadu, Karnataka, Andhra Pradesh, Madhya Pradesh, Maharashtra, etc., it helps all those States. But there is no train from that part. The Minister even here said that Kerala lines are congested. Sir, on Mumbai-Thane route, how many trains are plying? It is three times more than Kerala lines. Why is it plying? It is because automatic signaling system is there. After every one kilometre or two kilometres, you can run an additional train. So, if there is a will, there is a way. So, I request him to do it. He is the only Minister who speaks Malayalam. Of course, Pon Radhakrishnan is also there. He also speaks Malayalam. So, we love him and we like him. But, Sir, there should be upgradation of the railway stations in Trivandrum, Ernakulum and Calicut. Palakkad coach factory project is pending. Then we request you to provide a second terminal at Kollam. We also request for doubling of railway lines, electrification and conversion of metre gauge to broad gauge on Kollam-Chenkotta- Tirunelveli route. Earlier it was announced.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Please conclude.

SHRI K.N. BALAGOPAL: So, all this has to be done. We will also give a separate note to the Minister.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): There is one more speaker from your party. So, Please conclude.

SHRI K.N. BALAGOPAL: That is why I am concluding. We hope that the Minister would provide maximum help to all the States. But as I belong to Kerala, I am making all the request for Kerala only.

श्री भूपिंदर सिंह (ओडिशा): उपसभाध्यक्ष महोदय, रेलवे बजट के ऊपर कल से चर्चा चल रही है, हम और आप, सब अपने आप से पूछते हैं कि ये पांचों उंगलियां एक बराबर क्यों नहीं हैं। ...*(व्यवधान)*...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आपके पास पांच मिनट हैं।

श्री भूपिंदर सिंह : महोदय, हम यह कहना चाहते हैं कि रेल मंत्री, जो कि एक सूझे-बूझे राजनीतिज्ञ हैं, जिन्होंने राज्य के मुख्यमंत्री के रूप में भी काम किया है, वे कम से कम कुछ समय दे, रोज कम से कम पन्द्रह मिनट दें कि ये पांच हमारे राज्य हैं, इनके कौन-कौन से सूबे आज सबसे पिछड़े इलाके कहलाए जाते हैं। जहां तक रेलवे का सवाल है, एक तरफ तो हम कहते हैं कि इंडियन रेलवे एशिया महादेश में, सारे एशिया में सबसे बड़ी ऑर्गनाइजेशन है, लेकिन यह इंडियन रेलवे कुछ स्टेट्स तक confined है। पूरे हिन्दुस्तान का जो मैप है, उसके अंदर जितने राज्य हैं, वहां तक रेलवे का नेटवर्क नहीं पहुंच पाता है। हमारे मुख्यमंत्री, माननीय श्री नवीन पटनायक जी ने सबसे पहले सभी सांसदों यानी लोक सभा और राज्य सभा के सभी सांसदों के साथ प्रधानमंत्री जी से भेंट की और यह भेंट केवल सौजन्य भेंट नहीं थी, बल्कि ओडिशा जो पिछड़ा राज्य है, उसको कैसे आगे ले जाना है, चाहे वह रेलवे के क्षेत्र में हो या बाकी दूसरे क्षेत्रों में हो, उन्होंने रेलवे के लिए स्पेशली रेल मंत्री से बात की और हमारी जो मांगें थीं, उनको रेल मंत्री के पास रखा।

सर, आज यहां सवाल उठता है कि हम तो मांगें बहुत करते हैं, मैं रेल मंत्री महोदय से पूछना चाहूंगा कि आप रेवेन्यू कहां से लाएंगे? आज स्क्रेप्स की बात उठी है, मैं इस संबंध में यह कहना चाहता हूं कि जितने भी स्क्रेप्स हैं, उनको आप कोशिश करके निकालिए। उसको सेल करके उससे रेवेन्यू निकालिए। आपका लीकेज कितना है? आप उसकी तरफ ध्यान दीजिए। आज गुड्स ट्रेनों में जितने भी ट्रांसपोर्ट हो रहे हैं, जितने भी मिनरल्स ट्रेनों में जा रहे हैं, उन मिनरल्स के वैगन की जो कैपिसिटी लिखी जाती है, वह उतनी ही नहीं होती है, बल्कि उससे बहुत ज्यादा होती है। यह लाइन को नुकसान पहुंचाती है। जहां ओवरलोडिंग होती है, उसकी तरफ आपको ध्यान देना चाहिए। वहां से आपको कुछ मिल सकता है।

आप अपने दिल पर हाथ रख कर पूछिए कि इन 50-60 दिनों में आपने यह जानने की कोशिश की कि रेलवे की सम्पत्ति कितनी है, आपके पास कितनी जमीन है? उसको जानने की कोशिश कीजिए और उसको ठीक रास्ते पर लाकर रेलवे की इम्पूवमेंट में, आम जनता की इम्पूवमेंट में उसको लगाइए।

सर, बहुत-सी बातें हैं, मैं कोशिश करूंगा कि 7-8 मिनट में उसको समाप्त कर दूं।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप तो अच्छा बोलते हैं, अब आप summarize कर लीजिए।

श्री भूपिंदर सिंह : सर, ओडिशा एक ऐसा प्रांत है, जहां 30 में से आठ जिले (KBK) ऐसे हैं, जिनको भारत सरकार ने as a special package की स्वीकृति दी है, लेकिन वह कागज-कलम में स्वीकृति है। उसके लिए जो काम करना चाहिए, वह नहीं हो रहा है। उनमें से चार जिलों में left-wing extremism सबसे ज्यादा बढ़ रहा है और उन चार जिलों में से तीन जिलों के बच्चों ने आज तक ट्रेन नहीं देखी है। वे लोग हमसे कहते हैं, आज भी सात जिले ऐसे हैं, जहां के बच्चे कहते हैं कि कम से कम हमको ट्रेन में लेकर चलिए ताकि हम देख सकें कि ट्रेन कैसी दिखती है, क्या रंग है उसका, कैसे उसके डिब्बे हैं, हमको जरा दिखा दीजिए, हमारे नसीब में तो वह भी नहीं लिखा है। मैं चाहूंगा कि आज यह सदन इस बात पर चिंता करे कि what should be our policy? बारह-बारह पंचवर्षीय योजनाएं हो गईं, कुछ सरकारें आईं, लेकिन वे पांच साल में भी प्लान नहीं बना सके, year-long plan बनाते गए।

माननीय रेल मंत्री महोदय आपको एक सौभाग्य मिला है, हम उम्मीद करते हैं कि आप पांच साल इस डिपार्टमेंट में रहेंगे और यहां पर वित्त मंत्रालय में राज्य मंत्री भी बड़े ध्यान से सुन रही हैं, आप इसको मजबूत कीजिए। आज जिस देश के पास कम्युनिकेशन नहीं है, उस देश के पास कुछ नहीं है, चाहे वह अपने आपको largest democracy कहे या चाहे कुछ भी कहे।

इसी के साथ, मैं यह भी निवेदन करना चाहूंगा कि हम जापान चले जाते हैं, अमेरिका चले जाते हैं, चीन चले जाते हैं और यहां आकर उसकी प्रशंसा करते हैं। मुझे इस बात का खेद है। हम भारत मां की संतान हैं, हमें गर्व होना चाहिए कि हम सब भारत की भूमि पर पैदा हुए हैं। हमारे देश में जिस रोज एक पार्टी, एक जबान आएगी, उस रोज हम अपने आपको चीन से कमपेयर करेंगे। उस रोज अमेरिका से कमपेयर करेंगे अपने आपको। आज अपने देश को नीचे मत गिराइए। हमारे यहां इंजीनियर हैं, हमारे यहां सब ऐसे लोग हैं जो आज वे सब संभव कर सकते हैं, जो चाइना, अमेरिका करता है। लेकिन सरकार की इच्छा-शक्ति होनी चाहिए।

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Please conclude.

श्री भूपिंदर सिंह : एक सरकार की ताकत होनी चाहिए वह करने के लिए। मेरे कुछ प्रस्ताव हैं। सर, मुझे थोड़ा बोलने दीजिए अपने इलाके के लिए। मैं अपने राज्य के लिए दो-चार बातें बोलना चाहता हूँ। 5 ऐसे प्रोजेक्ट्स हैं जो 1992-93 से शुरू हुए। इनका 3 हजार करोड़ रुपए, 4 हजार करोड़ से काम बन सकता था। हमारी जो लाइनें हैं, उन सबके बारे में मैं यहां वह पेपर ले करूंगा। आज मुझे खुशी है कि बुलेट ट्रेन के लिए आपने 50 हजार करोड़ रुपए रखे हैं। लेकिन आज हमारे ओडिशा जैसे राज्य जो पीछे हैं, उन सब पिछड़े राज्यों के लिए अगर आप वहां 10 हजार करोड़ रुपए का अनुदान दे सकते हैं तो मेरे पास जो सारी मांगें हैं, वे आने वाले 5 साल में पूरी हो सकती हैं। जब ममता जी सरकार में थी, तब 2009-10 के बजट में ओडिशा के सीतापल्ली में एक वैगन फैक्टरी और एक कोच फैक्टरी का वायदा सदन में किया गया था। नरला मेरी कांस्टीट्यूट्री है, कालाहांडी के लिए एक कोच रिपेयरिंग फैक्टरी की भी बात कही गई थी। हमारे जो missing links हैं, doubling of lines है, सर, यहां बात की जाती है कि चारों धामों को मिलाया जाएगा। मैं याद दिलाना चाहता हूँ, मैं उस धरती से आया हूँ जो धरती चौथे धाम में है, जो श्री जगन्नाथ जी की धरती है। जब हमने हिन्दुस्तान की आजादी की 50वीं सालगिरह मनाई थी ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : बस, अब पूरा कीजिए।

श्री भूपिंदर सिंह : सर, बस मुझे दो मिनट और बोलने दीजिए।

उस वक्त मैंने अपने अर्काइव से निकाला था, महाराजा रणजीत सिंह का कोहिनूर जो आज इंग्लैंड में पड़ा है, उसके लिए उन्होंने अपनी विल में लिखा था, I would like to offer it to Lord Jagannath in Puri. तो वह जो सम्पर्क है, आज मैं निवेदन करूंगा, पुरी से अमृतसर की ट्रेन चलाने के लिए। माननीय मंत्री जी, कृपया ध्यान दें। निजामुद्दीन-विशाखापत्तनम-निजामुद्दीन ट्रेन, हमारे इलाके से 5 दिन चलती है। उसको आप दो दिन और बढ़ाकर 7 दिन कराइए और उसको आप बढ़ाकर अमृतसर तक ले जाएं। आज हमारे यहां अच्छा स्कोप है, जहां से आप ज्यादा से ज्यादा रेवेन्यू ओडिशा से ले सकते हैं। हमारे यहां मिनरल डिपॉजिट सबसे ज्यादा हैं। मैं अंत में यह कहना चाहूंगा कि आपकी प्रॉयोरिटी क्या होनी चाहिए। सर, जब किसान को फर्टिलाइजर की जरूरत होती है, जहां रैक एक रोज में पहुंचना चाहिए वहां सात-सात दिन में रैक पहुंच रहा है। वहां फूडग्रेन पहुंच नहीं पाता है। लेकिन जब कापोरेट हाउस की बात चलती है, तब वह गाड़ी पहले पहुंच जाती है। इसके ऊपर ध्यान देने की जरूरत है। मैं आपके माध्यम से मंत्री महोदय से निवेदन करूंगा कि प्रॉयोरिटी ऑन फार्मर्स हो, आप कृषि प्रधान देश तो बोलते हैं लेकिन ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : धन्यवाद, आपका समय पूरा हो गया है।

SHRI BHUPINDER SINGH : Please allow me to lay these papers. ...
(Interruptions)...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : यहां परम्परा नहीं है ले करने की। इसलिए किसी और मौके पर आप ऐसा कर दीजिएगा।

श्री भूपिंदर सिंह : मैं इसे मंत्री जी को दे देता हूँ, वे इस पर ध्यान देंगे। I shall continue. The chair said if the Minister tables your paper, I have no objection. Suddenly the Minister agreed and I handed over all my papers to Hon'ble Railway Minister.

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप अपना फॉर्वार्डिंग लैटर लगाकर दे सकते हैं।

SHRI Y.S. CHOWDARY (Andhra Pradesh): Thank you, very much, Sir. I rise to talk about the Railway Budget 2014. At least, I see the NDA Government headed by Modiji, through our Railway Minister, have attempted to do certain changes in the style of presenting the Railway Budget. Historically, if you see, in independent India, I must mention here that we never had a Minister from the State of Andhra Pradesh for managing Railways. We all know the length and breadth of our great country and our population. There is definitely a need for new railway linkages our commuting and freight whereas we never attempted to prepare the master plan or blue print for the entire country *per se*. Each and every time our hon. Ministers from various States have undoubtedly kept on

focusing on their own States, and I have no hesitation in saying this. They never bothered about addressing the problems of the entire country.

I see an attempt now being made and I appreciate the Railway Minister, though he did not have much time. I am hopeful that when he prepares the next Budget, he will prepare a Railway Budget which will really be for the entire country.

The Railways has been faced with a fast-depleting surplus and lower than estimated earnings. The NDA Government's maiden Railway Budget focuses on immediate need for corrections. The Budget focuses on safety, security and services, which was never attempted or taken up seriously in the past.

The Minister stated that they have about ₹ 5 lakh crore of projects on ground, which are complete or announced but not even started in the past. The Ministry gets only about ₹ 25,000 crores to ₹ 30,000 crores by way of surplus revenue.

In fact, we, on behalf of Telugu Desam Party, welcome this proposal of the Government for mobilising funds through Public- Private Partnership, or, FDI, or, through bonds. In the present scenario, it is difficult for the Government to fund the new projects when already a large number of projects are on the ground. Looking at the need of the hour, the move of the Government for involving team of youngsters from IITs and IIMs definitely gives freshness to the Railways and by utilizing the proper technology, it can really improve the overall efficiency as well as provide good services to the passengers.

The idea of the Central Government on cost-sharing arrangement between States is really very good, wherein the States can participate in land and certain cost sharing. That will definitely help in a long way to improve the overall functioning of the Railways.

We wholeheartedly welcome the proposal of the Railway Budget, particularly when they are under stress. They should mobilize funds through various sources. We welcome the proposal for bullet trains on important corridors which could be introduced in other corridors also in the coming future. Speed of the trains has to be increased so that the efficiency can be improved. More thrust on passenger amenities, cleanliness and efficient station management will also help the overall Railway management and will be beneficial for the people. Multi-pronged approach for improving safety and security has been adopted. Four thousand woman RPF constables are to be recruited. That is what they have mentioned. Revamping the Railway Reservation System into Next Generation e-Ticketing, WI-FI services at major stations and in select trains, mobile-based wake up calls, etc., will definitely help the passengers.

We fully appreciate the present position of the economy and the steps that have been taken by the Railway Ministry look realistic. We also welcome the proposal of

[Shri Y.S. Chowdary]

the Government to set up Railway University and Innovation Incubation Centres. The Government wants to correct what has happened in the last one decade. They have started the correction. Hopefully, they will do much better.

If we specifically talk about the State of Andhra Pradesh, as you are all aware, that State has been divided and as a result, both the sides - Telangana as well as Andhra Pradesh - are in disadvantageous positions. Therefore, the Railway Ministry should have given special emphasis to help both the States for commuting passengers as well as in regard to freight. However, they have given one train, that is, Vijayawada-New Delhi AP Express (daily). Express trains have been provided between Paradeep-Visakhapatnam, and Visakhapatnam-Chennai. No doubt, passenger trains, MEMU services, DEMU services have not been introduced for these States.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Make your points and please conclude.

SHRI Y.S. CHOWDARY: Andhra Pradesh Government has sought over ₹12,000 crore worth funding-cum-railway projects for the residuary State. We also request the Railway Minister to think about supporting Andhra Pradesh and we urge upon the Central Government, through the Ministry, to consider the urgent requirement of the State in rail sector, like starting a new line between Nandyal-Yerraguntla, Yerraguntla-Palyam; a new line between Nadikudi- Srikakulam. All these requests were, in fact, made. Then, there is request for new line between Piduguralla and Rompicheria, and Phase-II between Rompicherla and Savalyapuram; new line between Kotipalli-Narsapur; new line between Kadapa-Bangarupeta; and, new line between Kakinada and Pithapuram.

Next is, doubling line between Guntur-Guntakal and Gooty-Dharmavaram. ...*(Interruptions)*... Sir, as far as port connectivity is concerned, we have been facing a lot of problems with power projects. If port connectivity is provided, coal can be transported. In any case, our Party is with the Government's view that there is a need to strategically manage various aspects of railway planning and administration. There is an urgent need for prioritizing and setting timelines for completion of ongoing projects; otherwise, it is going on like a saga.

Sir, Andhra Pradesh, after reorganisation, is a new State with limited resources for development. ...*(Interruptions)*... Of course, Telangana also requires this. Sir, our State has a lot of expectations from the Centre to speed up the pace of development. We request the Railway Minister to give special emphasis to both the States. Thank you very much.

SHRI M.P. ACHUTHAN (Kerala): Sir, the hallmark of this year's Railway Budget is the beginning of discarding the social responsibility by the Railways. Your emphasis is on PPP, privatization and linking fare and freight charges with fuel prices. If you take these three elements together, then, in effect, it will mean discarding of social responsibility by the Railways. Sir, you have laid emphasis on privatization. I request the hon. Railway Minister to have a look at the experiences of the countries where the Railways was privatized. During Margaret Thatcher's regime in Britain, the Railways was privatized, and, after two decades, the British Government confessed that privatizing the Railways was the biggest blunder in the British history, and, now, they are turning back and re-nationalizing the Railways. You take the example of our own railways. You have partially privatized catering and cleaning services. What has been the experience? It is 'high charges; no services'. The private contractors are looting the passengers. You want to expand this even to railway stations and every sphere of the Railways. You are not ready to learn any lesson from our own experience, and, still, you are going in for privatization. It will curtail the employment opportunities in the Railways, it will decrease the efficiency of the Railways. Your only motto is to maximize the profits.

Sir, what is the priority of this Government and the Railway Minister? You are going in for bullet trains. Well, it is very nice to hear but it is like the mindset of an upstart to spend 50 to 60 thousand crores in a country like India where many of our areas, towns and villages are not connected with railways. You want to show to the world that you are big power, and, therefore, you want to have bullet trains, and, that too, with private participation. Where in the world have you got bullet trains operated with private participation? In China, it is under the Government; in Japan, it is under the Government. You cannot have that profitable business with bullet trains in India, still, you want to have bullet trains. Its objective is not to serve the people. Who are the passengers in the trains? Majority of the passengers comprise workers and middle-class people. You are not concerned about their needs. You are not taking any responsibility for them. You want to increase the fares. Whenever the fuel prices increase, the fare increases automatically. That means, Railways will become a post office. We have no role in fixing the fares. If the diesel price increases in the international market, then fare will increase automatically. This attitude will ruin Railways and our economy.

Since my time is very limited, I want to raise some issues connected with my State, Kerala. My friend, comrade Balagopal, has stated that this is the Railway Budget in which a State is being completely neglected, completely discriminated. Maybe, it is due to the political considerations, but being the citizens of India, the Keralaites have the right to know why this is being done to them. The Minister says that he will convene a meeting of the MPs and State Government officials to know the problems relating to railways in the State of Kerala. Of course, the Minister is new, but the Railway Board is not new; Railway Ministry is not new.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Achuthanji, please conclude.

SHRI M.P. ACHUTHAN: Sir. They all know about the deeds of Kerala. You go through the last three or four Budgets. We were getting promises since Mamata Banerjee's time, Lalu Prasad's time. Their declarations were there. We were promised a rail coach factory, medical college, bottling plant, wagon factory and so many other projects. Not even one was implemented! The Minister says that land is a problem. Of course, for doubling, land is a problem in Kerala. It is so densely populated. But for coach factory, land is not a problem. The State Government has handed over more than 250 acres of land to the Railways. Is that a problem? For wagon factory, land is there. For coach repairing unit at Nemam, land is there. I request the hon. Minister and all my colleagues from other States to please come to Kerala. If you want to see the coaches of more than 50 years back, so much dirty coaches, please come to Kerala. You can have the liberty of seeing the coaches which are so neglected, so dirty. And to solve these problems, you need not have a meeting of the MPs and the Kerala State Government officials. You can ask your Railway officials.

THE VICE-CHAIRMAN (DR. SATYANARAYAN JATIYA): Achuthanji, please conclude.

SHRI M.P. ACHUTHAN: So, I do not plea for justice; it is a right of the people of Kerala to have justice. If you deny their rights, there will be repercussions because Kerala is a part of India and the Railway Minister must recognize this.

SHRI JAIRAM RAMESH: Mr. Vice-Chairman, Sir, I will be very, very brief and I will make five pointed interventions for the consideration of the hon. Railway Minister. I wish to greet the Railway Minister for his maiden Budget. He is the eighth Minister from the State of Karnataka to hold this post. He follows a very distinguished line of Railway Ministers who have made a contribution.

DR. PRABHAKAR KORE (Karnataka): He is not the eighth; he is the tenth from the State of Karnataka.

SHRI JAIRAM RAMESH: Okay. Sir, I stand corrected if it is ten, but according to our collection, it was eighth.

Sir, there is no doubt that the Railways are facing a very severe financial crisis. This crisis has been in evidence for the last twenty five or thirty years. But this is no ground to run down the real achievements of the Railways. It is often said that in the last sixty years, only 11,000 route kilometres have been added and we are today where the British left us.

But this forgets the fact that almost 57,000 km of new broad gauge connectivity has been established. This forgets the fact that steam locomotives have been phased out. This forgets the fact that new areas like the North-East and Jammu and Kashmir have been added to the railway network. This forgets the fact, as has been mentioned earlier, that we have now over 1.3 million people as part of the railway family and the Railways have a tremendous social obligation to fulfil.

Sir, my first point is that in our eagerness to address the financial crisis, which is real, as far as the Railways are concerned, let us not minimize the achievements that the Railways have accomplished in the last couple of decades.

Sir, the second point is on social obligation. This word every Member has used. It is said that the Railways have to run commercially, but they cannot forget the social obligation. But what is the extent of their social obligation? When I read through the Budget documents, it appears that the total social obligation of the Railways is anywhere between ₹ 20,000 crore and ₹ 28,000 crore. If you add the staff welfare cost and the law and order cost to it, the total social obligation in 2012-13 was about ₹ 28,000 crore which is about twenty per cent of the total working expenditure of the Railways. This is a social obligation that the country has imposed on the Indian Railways. This is a social obligation that Parliament has imposed on the Indian Railways. And this is an obligation which the Governments have imposed on the Indian Railways.

My suggestion to the Government is this. And this has always been my suggestion that over a period of time the social obligations must be met from the General Budget. The social obligation should not interfere with the commercial functioning of the Railways. Otherwise, Sir, we are going to have a situation where the ambition of the Railways will be very high but you will not have the resources for modernisation and expansion.

Sir, my third point is on bullet train. The one big idea of this Budget is bullet train. I have sat in bullet trains in Japan and I have travelled by bullet trains in China. And every time I have travelled by a bullet train, I have come to the conclusion that this is not for India. Between ₹ 100 crore a kilometre and ₹150 crore a kilometre, Ahmedabad to Mumbai, which is 543 km, will cost anywhere between ₹ 54,000 crore and Rs.60,000 crore when the annual working expenditure of the Railways is ₹ 1,30,000 crore. I did a rough calculation. One way fare from Ahmedabad to Mumbai will be five thousand rupees.

Sir, the bullet train can work in conditions like China where passenger traffic is actually mandated to be diverted from conventional trains to bullet trains. With the pattern of habitations, with people crossing the track and with cattle population crossing the track, it is, in my view, Sir, totally unrealistic to plan for bullet trains. It will give

[Shri Jairam Ramesh]

great psychological boost. It will give a feeling to some people that we have arrived in the bullet train era.

I would urge the Railway Minister not to proceed with bullet train speed on the bullet train idea. This is an idea that we should be very careful of. And, in my view, Sir, India is simply not ready to enter the bullet train.

Sir, the fourth point is this. More important than bullet trains are bio-toilet trains. Today, the Indian Railways carry 2.3 crore passengers every day. This is the largest open sewer system in the world. And if we want a sanitation revolution in India, the Indian Railways have to play a very important role.

Sir, the Indian Railways manufacture 4,000 coaches every year. I would like the hon. Railway Minister to categorically state in his reply that all new coaches manufactured in India will have bio-toilets, will have modern toilets, which are hygienic and which do not discharge directly on to the ground.

Sir, this is not just a sanitation view. Corrosion of track is because of direct discharge on to the track, if you have bio-toilets, not only will you have hygienic Railways but you will also have safer Railways. There is a safety point of view also. So, every year 4,000 coaches have to be manufactured which are being manufactured today. Will they be installed with bio-toilets? And, more important thing is that there are 63,000 coaches that are running today.

How long will it take for these 63,000 coaches to be retrofitted with bio-toilets? I would like the hon. Minister to categorically state the roadmap for new coaches and the roadmap for retrofitting all coaches. In my view, Sir, bio-toilet trains are far more necessary than bullet trains.

Sir, now, I come to my final point. This will make me unpopular with all my colleagues in this House. The first Railway Budget was presented in 1925 and for long I have believed that a separate Railway Budget is a colonial idea, whose time is over. The logic of 1925 does not prevail in 2015. The Acworth Committee wanted the Government finances to be separated from the railway finances. Today, railway expenditure accounts for only about six per cent of the total Government expenditure. Why should we have a separate Railway Budget? The logic of 1925 does not exist any longer. Sir, I have long believed that the root to financial disaster in the Railways is to have a separate Railway Budget. As long as you have a separate Railway Budget, you cannot turnaround

the Indian Railways. I request the hon. Railway Minister and the Prime Minister to give this a very serious thought because if they are serious about financial responsibility and if they are serious about turning around the Indian Railways to fulfil the aspirations of a billion people and more, the idea of having a separate Railway Budget is simply an idea, whose time has long gone. Thank you.

SHRI DILIPBHAI PANDYA (Gujarat): Sir, last time I spoke on the 2012-13 Railway Budget in 2012. Now, I am speaking on the eight months. Railway Budget of 2014-15. Shri Sadananda Gowda is the fifth Railway Minister in these two years. I have seen Shri Dinesh Trivedi as the Railway Minister, Shri Mukul Roy as the Railway Minister, Bansalji as the Railway Minister and Shri Kharge as the Railway Minister. What is the difference between these four Railway Ministers and the present Railway Minister, Shri Sadananda Gowda? The main difference is that after presenting the Railway Budget, it was not certain whether those four Ministers will continue to be the Railway Minister. It was also not certain whether they will be able to implement the budgetary provisions provided in those Budgets. I think the whole House will agree with me on this point. But, this time, we have got a smiling Railway Minister with confidence that he will implement the promises made by him in the Budget. ...*(Interruptions)*...

SHRI RAJEEV SHUKLA (Maharashtra): Can you give us a guarantee that he will continue to be the Railway Minister? ...*(Interruptions)*...

SHRI DILIPBHAI PANDYA: Yes. ...*(Interruptions)*...

श्री राजीव शुक्ल : क्या आपने पूछा है? ...*(व्यवधान)*... आप पूछकर कह रहे हो? ...*(व्यवधान)*... हिम्मत है? ...*(व्यवधान)*... पूछकर कह रहे हो? ...*(व्यवधान)*...

SHRI DILIPBHAI PANDYA: Yes. ...*(Interruptions)*... I have full faith. ...*(Interruptions)*...

श्री राजीव शुक्ल: आप ऐसी बात मत कहिए ...*(व्यवधान)*... जो आपके हाथ में नहीं है। ...*(व्यवधान)*...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : इनको बोलने दीजिए। ...*(व्यवधान)*... पंडया जी को बोलने के लिए कहा गया है, आप बैठ जाइए। ...*(व्यवधान)*...

श्री राजीव शुक्ल : यह प्राइम मिनिस्टर का prerogative हैं। Don't question the prerogative of the Prime Minister. ...*(Interruptions)*... You cannot question the prerogative of the Prime Minister. ...*(Interruptions)*... You are not the Prime Minister. ...*(Interruptions)*...

4.00 P.M.

श्री दिलीपभाई पंडया : आपको अपने प्राइम मिनिस्टर पर भरोसा नहीं होगा, लेकिन हमें अपने प्राइम मिनिस्टर पर भरोसा है। ...**(व्यवधान)**... जिसका जो भरोसा होता है, वे उसको पूरा करते हैं। ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप दूसरों की बात पर ध्यान मत दीजिए, अपने विषय पर बोलिए।

श्री दिलीपभाई पंडया : जयराम रमेश जी, आप बहुत अच्छे मिनिस्टर थे। आप बहुत अच्छी बातें करते थे और आपने कुछ करके भी दिखाया है। क्या कभी आपने सोचा था कि बिहार से आने वाली एक बहिन बुलेट ट्रेन की तरह बोल सकती है? क्या कभी आपने सोचा था कि तमिलनाडु से आने वाली एक बहिन बुलेट ट्रेन की स्पीड से बोल सकती है? क्या आपने कभी ऐसा सोचा था? आप अब यह सोचो कि बुलेट ट्रेन भी आएगी। आपने कहा था कि बुलेट ट्रेन इंडिया के लिए नहीं है, आपने कहा था कि एक चाय वाला प्राइम मिनिस्टर नहीं बन सकता, फिर भी बना। आप जो सोचते हैं, वैसा नहीं होगा। आपने साठ सालों तक जो सोचा, वैसा कुछ नहीं किया। अब की बार भारत की जनता ने आपको शिक्षा दी है।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप विषय पर बोलिए।

श्री दिलीपभाई पंडया : मैं उसी पर आ रहा हूँ। सर, मैंने रेलवे मिनिस्टर के बारे में बोला है। वे जो बोले हैं, मैं उसी पर बोल रहा हूँ, अलग से कुछ नहीं बोल रहा हूँ। देखिए, समय बदल गया है, सोच बदल गई है, भारत की जनता बहुत आशा से देख रही है ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : डिस्टर्ब मत कीजिए।

श्री दिलीपभाई पंडया : हम सपने दिखाते हैं और सपने पूरे करने के लिए रात-दिन मेहनत करते हैं। भारत को जवाहरलाल नेहरू के बाद अठारह-अठारह घंटे काम करने वाला दूसरा प्राइम मिनिस्टर यही मिला होगा ...**(व्यवधान)**... ऐसा कोई दूसरा प्राइम मिनिस्टर नहीं होगा, जो अठारह घंटे काम करता होगा। ...**(व्यवधान)**... इसके लिए एक आशा जन्मी है। इलेक्शन के बाद गार्जियन में एक लेख छपा था। मैं आपको उसके दो सेन्टेन्स बताने वाला हूँ। उसमें लिखा था, "Illiterate intellectuals have voted Modiji to the power." क्या कभी सोचा था? जब गांव के छह साल के देहाती बच्चे से पूछा गया कि अगला प्राइम मिनिस्टर कौन होगा, तो बोला, नरेंद्र मोदी। क्या आपने आज तक सोचा था कि छह साल का बच्चा ऐसे बोल सकता है? उसने दूसरा वाक्य लिखा था ...**(व्यवधान)**...

श्रीमती रजनी पाटिल (महाराष्ट्र) : क्या आप रेल बजट पर बोल रहे हैं? ...**(व्यवधान)**...

श्री दिलीपभाई पंडया : वे प्रधानमंत्री हैं और रेलवे उन्हीं के पास आती है। ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप बैठ जाइए, उनको बोलने दीजिए, क्योंकि उनके पास अपना पूरा समय है। ...**(व्यवधान)**...

श्री दिलीपभाई पंडया : आप बुलेट ट्रेन के बारे में सोचिए, मैं बुलेट ट्रेन की स्पीड से बोल

रहा हूँ। मैं लोकल ट्रेन की स्पीड से नहीं बोल रहा हूँ ...**(व्यवधान)**... आप बातें मत कीजिए ...**(व्यवधान)**...। उसने दूसरा सेन्टेन्स लिखा था, “16th May, the day on which Shri Modiji took oath, it was end of British rule in India.” यह भारत का बजट है ...**(व्यवधान)**... आप बोलिए ...**(व्यवधान)**...

श्री प्रमोद तिवारी (उत्तर प्रदेश) : इससे पहले अटल जी का क्या था? ...**(व्यवधान)**...

श्री दिलीपभाई पंड्या : मैं उसी पर आ रहा हूँ ...**(व्यवधान)**... अटल जी के सपने को पूरा करने के दिन आ गए ...**(व्यवधान)**... जो अटल जी ने कहा था ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : दिलीपभाई, ये लोग आपको डिरेल कर रहे हैं, आप विषय पर आइए।

श्री दिलीपभाई पंड्या : अटल जी ने कहा था अंधेरा छंटेगा, हमने कहा अंधेरा छंट गया। अटल जी ने कहा था, सूरज निकलेगा, सूरज निकल गया। अटल जी ने कहा था कमल खिलेगा, कमल खिल गया। यह अटल जी का सपना था। आप अटल जी, अटल जी क्या कहते हो? आपने अटल जी को अच्छा बोलकर उनको भुला दिया ...**(व्यवधान)**... बता नहीं सकते हो, इसलिए अटल जी का नाम लेते हो? जब अटल जी प्राइम मिनिस्टर थे, तो आपने क्या किया था? आप हरेक दिन * करते रहते थे। अटल जी का नाम आपके मुँह से शोभा नहीं देता है। इतने पवित्र आदमी का नाम लेने से पहले आपको भी पवित्र होना पड़ेगा।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : दिलीपभाई जी, आप मेरी तरफ देखकर बोलिए, आप उधर देखकर क्यों बोलते हैं? आप चेयर को एड्रेस कीजिए।

श्री दिलीपभाई पंड्या : मैं आपकी तरफ ही ध्यान दे रहा था।

श्री राजीव शुक्ल : दिलीपभाई, आप बोलने के लिए प्रभात झा जी से कुछ नोट्स ले लीजिए।

श्री दिलीपभाई पंड्या : आपने प्रभात जी का नाम लिया, मुझे बहुत अच्छा लगा। प्रभात जी ने अपने प्रवचन में कहा था कि “The recommendations were given in 1962. But the Kakodkar Commission report has not been implemented even today, in 2014.” आपके लीडर बोल रहे थे कि हमने 2013 के बजट में यह बोला, हमने 2014 के बजट में यह बोला, हमने यह बोला, हमने वह बोला, आपने सब बोला, लेकिन किया कुछ नहीं। हम तो करने के लिए आए हैं और हम जो बोलते हैं, वह करते हैं। ...**(व्यवधान)**... मैं अभी आपको यह ध्यान दिलाना चाहता हूँ। Sir, I am coming to the Railway Budget. ...**(Interruptions)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आपके 7 मिनट हो गए हैं।

SHRI DILIPBHAI PANDYA: Sir, I am mentioning one point. रेल टूरिज्म के बारे में एक बात आई है। Special package trains on identified pilgrim circuits, like देवी सर्किट। गुजरात में अम्बाजी में नरेन्द्र भाई ने 52 शक्ति पीठ को वहां लाकर लगाया है। देश में जो पुजारी

* Expuged as ordered by the Chair.

[Shri Dilipbhai Pandya]

है, जैसी उनकी पूजा होती है, ऐसे ही देवी के 52 शक्ति पीठ उन्होंने बनाए हैं। इस सर्किट की बात इसमें आई है। इसी तरह से ज्योतिर्लिंग सर्किट, जैन सर्किट, क्रिश्चियन सर्किट, मुस्लिम/सूफी सर्किट, सिख सर्किट, बुद्धिस्ट सर्किट, फेमस टेम्पल्स सर्किट आदि हैं। क्या यह सेक्युलर बजट नहीं है? कहा जाता है कि हम कम्युनल हैं और आप सेक्युलर हैं। कभी आपने यह सोचा कि हम हरेक धर्म का सम्मान करते हैं, हम हरेक धर्म को इकट्ठा करना चाहते हैं। ...**(व्यवधान)**... इससे ही भारत की एकता होगी। सबका सम्मान, appeasement of none यह हमारा नारा था। ...**(व्यवधान)**...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप शॉर्ट सर्किट मत करिए, उनको बोलने दीजिए।

श्री दिलीपभाई पंडया : साथ ही साथ, हम कहते थे कि एक हाथ में सायंस होना चाहिए और दूसरे हाथ में धर्म भी होना चाहिए। धर्म की बात तो टूरिज्म में हो गई, सायंस की बात आई, तो "Paperless offices in Indian Railway in five years." हम टेक्नोलॉजी का उपयोग करके रेलवे को आगे बढ़ाना चाहते हैं। अगर आप ज्यादा दिन रहते, तो आप इसे उस युग में ले जाते। यह अच्छा हुआ कि प्राइम मिनिस्टर आए, गौड़ा जी आए और उन्होंने टेक्नोलॉजी का उपयोग करने के लिए कहा है। आपने जो भी सुझाव दिए हैं, जो कुछ कहा है, उन सबका इम्प्लीमेंटेशन होगा, काम होगा, भारत आगे बढ़ेगा और अच्छे दिन आएंगे। भारत माता की जय।

श्री बशिष्ठ नारायण सिंह (बिहार) : महोदय, मैं देश के एक अत्यंत महत्वपूर्ण महकमे के बजट पर अपनी बात रखने के लिए खड़ा हुआ हूँ। जब कोई भी बजट प्रस्तुत किया जाएगा, तो उसे मापने के लिए कुछ मेज़रिंग रॉड्स होंगे, उसके मूल्यांकन के कुछ तौर-तरीके होंगे कि बजट किस रूप में पेश किया गया है और यह बजट रेलवे के लिए भविष्य में किस रूप से खड़ा होने वाला है। पहले तो मैं प्रश्न उठाऊंगा कि इस बजट के साथ अन्याय नहीं किया गया है, क्योंकि जो पार्लियामेंटरी परम्परा है, जो पार्लियामेंटरी मर्यादा है, जो पार्लियामेंटरी मूल्य हैं, जो पार्लियामेंटरी मान्यताएं हैं, इस बजट के प्रस्तुत करने से पहले उनका ख्याल नहीं रखा गया। पार्लियामेंट में आहूत होने में कुछ ही दिन बचे थे, फिर क्या नेसिसिटी हो गई, क्या आवश्यकता हो गई, क्या मजबूरी हो गई? आकाश पृथ्वी पर तो नहीं आ रहा था या पृथ्वी पर भूकम्प तो नहीं आ रहा था कि आर्डिनेंस के माध्यम से महंगाई बढ़ा दी गई, भाड़ा बढ़ा दिया गया। महोदय, इसलिए मैं कहना चाहता हूँ कि जब सदन की मर्यादा को सत्ताधारी दलों के हाथों से नुकसान पहुंचाया जाएगा, तो इस देश में लोकतंत्र को बड़ा खतरा पैदा हो जाएगा। हम लोगों ने पार्लियामेंटरी सिस्टम को एडॉप्ट किया है। पार्लियामेंटरी सिस्टम के एक-दो उदाहरण रख कर फिर मैं रेलवे पर अपनी बात कहूंगा।

महोदय, इंग्लैंड में डाल्टन वहां के प्रसिद्ध अर्थशास्त्री और वित्त मंत्री थे। वे बजट प्रस्तुत करने जा रहे थे। रास्ते में उनके एक मित्र ने पूछा कि बजट में क्या-क्या है, तो उन्होंने संकेत दे दिया। जब उन्होंने बजट प्रस्तुत किया, तो वह मेम्बर, जिसने उनकी बात को सुना था, वह खड़ा हुआ और उसने कहा कि मंत्री महोदय, बजट की सैंक्टिटी खत्म हो गई है। यह तो मार्केट में

लीकआउट हो गया है। डाल्टन ने कहा कि डाल्टन जैसे मंत्री के रहते हुए यह हो ही नहीं सकता है, लेकिन उसी समय डाल्टन को याद आया कि हमने इनसे बात की थी, शायद ये उसी का उद्धरण दे रहे हैं। डाल्टन उसी समय उठ खड़े हुए और तत्काल कहा, “Here I tender my resignation as the Finance Minister of the country.”

यह सदन मर्यादा सिखाता है। अब मैं आपको एक दूसरा उदाहरण देता हूँ। प्रोफ्यूमो वहाँ के डिफेंस मिनिस्टर थे। रूसी गुप्तचर विभाग की एक महिला से उनके सम्बन्ध होने की बात प्रकाश में आई, जिसको उन्होंने डिनाई कर दिया। उसके बाद प्रेस में उनका फोटो छपा और उनको स्वीकार करना पड़ा। नैतिकता का मापदंड क्या है, अब मैं आपको यह बताता हूँ। प्रोफ्यूमो की बात छोड़िए, मैकमिलन ने भी इसके लिए अपने पद से त्यागपत्र दे दिया।

यह संसद कुछ मूल्यों पर चलती है। मंत्री महोदय, मैं दुस्साहस के साथ एक बात कहना चाहता हूँ क्योंकि आपने एक स्वप्नदर्शी बजट दिया है। अभी तो आपके एक सदस्य कह रहे थे कि यह भारत का बजट है, लेकिन मैं यह कह रहा हूँ कि यह इंडिया का बजट है। कुछ बातों को देख करके ही मुझे ऐसा लगता है। रेलवे के मापदंड की जब भी बात आएगी, उसके लिए विजन को देखा जाता है कि बजट का विजन क्या है, मंत्री की दृष्टि क्या है, सरकार की सोच क्या है, सरकार भविष्य में इस विभाग को कैसे संभालना चाहती है और इसका एक आधार विजन होता है।

इसका दूसरा आधार होता है कि उसके इन्फ्रास्ट्रक्चर पर सरकार की दृष्टि क्या है, इन्फ्रास्ट्रक्चर पर सरकार ने क्या सोचा है, क्या विचार किया है, उसके पास क्या सूचना है, इन्फ्रास्ट्रक्चर को मजबूत करने के लिए सरकार ने क्या नीति, क्या कार्यक्रम अपनाया है, इन सब चीजों को देखा जाता है।

आपके विजन के विषय में तो मैं एक बात कह सकता हूँ। आप लोग बड़े गर्व के साथ कह रहे हैं कि 60,000 करोड़ रुपये की लागत से बुलेट ट्रेन चलेगी। बुलेट ट्रेन चले, इसका देश स्वागत करता है। स्वप्नदर्शी होना कोई गलत बात नहीं है। जो स्वप्नदर्शी नहीं होगा, वह व्यवस्था में परिवर्तन नहीं कर सकता है और जो स्वप्नदर्शी नहीं होगा, वह क्रांति के बीज नहीं बो सकता है। यह बात सत्य है, लेकिन पहले से उसके कुछ ब्लूप्रिंट भी तैयार हो जाते हैं, तभी वह स्वप्न आकार लेता है।

आप स्वप्न देख रहे हैं। स्वप्न देखने से आपको कैसे रोका जा सकता है? जिस दिन इस सदन में चर्चा हो रही थी, तो मुझे एक बात बहुत अच्छी लगी, ‘नमामि गंगे, गंगे नमामि’। हमारे छोटे भाई और बनारस के छात्र के नेता यहाँ राज्य मंत्री के रूप में बैठे हुए हैं। महोदय, जब ‘नमामि गंगे’ की बात कही गई, तो हमको लगा कि अपनी सांस्कृतिक धरोहर को एक नये ढंग से संभालने का प्रयास चल रहा है। लेकिन इसके साथ मैं एक बात और जोड़ूंगा, मैं यह कहूंगा कि उसके साथ एक और ‘नमामि’ जोड़ देना चाहिए था, ‘नमामि लौहपथगामिनी, लौहपथगामिनी नमामि’।

उपसभाध्यक्ष महोदय, रेल का हिन्दी रूपांतरण ‘लौहपथगामिनी’ है। माँ गंगा का स्वभाव और रेल का स्वभाव, दोनों बहुत कुछ मिलते-जुलते हैं। गंगा राष्ट्रीय धरोहर है, तो रेल भी राष्ट्रीय

[श्री बशिष्ठ नारायण सिंह]

धरोहर है। इसे मैं राष्ट्रीय धरोहर इस रूप में कहता हूँ कि क्योंकि गंगा किसी को भी स्नान करने से रोकती नहीं है और जिसके पास भाड़े का पैसा हो, उसको रेल चढ़ने से नहीं रोकती है। लेकिन रेलवे के साथ क्या किया गया है? क्या कह देने से हो जाएगा कि हम हाइवेस्ट स्पीड ट्रेन में चढ़ जाएंगे? क्या कह देने से हो जाएगा कि कर्णाटक और मुंबई से हमने सूरत को जोड़ दिया है? इसका भी तो ख्याल रखना पड़ेगा कि बिहार और अन्य राज्य कहां खड़े हैं। इसका भी ख्याल करना पड़ेगा कि इसमें झारखंड कहां खड़ा है। इसका भी तो ख्याल करना पड़ेगा कि ओडिशा के इन्फ्रास्ट्रक्चर पर और क्या ध्यान दिया गया है। इसका भी तो ख्याल करना पड़ेगा कि असम से आगे अरुणाचल प्रदेश में रेलवे कहां खड़ा है। क्या सिर्फ ऐसी जगहों पर रेलवे का विस्तार कर दिया जाए, जहां व्यावसायिक जिन्दगी है? महोदय, मैं जब इस रेल बजट की तुलना करता हूँ तो पाता हूँ कि इसके दो स्वरूप हैं। दिल्ली में दो दुनिया के लोग बसते हैं। एक जिन्दगी कनाटा प्लेस में जिन्दगी जीने वालों की होती है और दूसरी यमुना के पार रहने वालों की होती है।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : बशिष्ठ नारायण जी, आपका समय पूरा हो रहा है।

श्री बशिष्ठ नारायण सिंह : महोदय, मैं आपसे आग्रह करूंगा कि यदि मेरा समय खत्म हो गया, तो जिन दो-चार बिन्दुओं को मैंने रेल मंत्री के सामने उठाया था, उसको मैं रख देता हूँ।

वैसे रेलवे के कुछ मंत्र होते हैं। महोदय, मैं आपका ध्यान इधर आकृष्ट करना चाहता हूँ। मंत्री बनने के बाद आप भी कहीं कार्यालय के निरीक्षण में गए होंगे। यदि वह डी.आर.एम. का ऑफिस होगा या यदि किसी बड़े अधिकारी का ऑफिस होगा, तो निश्चित रूप से उसमें आपने देखा होगा कि वहां बोर्ड पर लिखा रहता है- सेफ्टी, सिक्योरिटी, पंक्चुरलिटी और क्लीनलिनेस। मुझे लगता है कि सिक्योरिटी के ऊपर भी बहुत कुछ नहीं किया गया है। सेफ्टी फंड जरूर दिया गया है। क्लीनलिनेस के ऊपर भी बहुत ध्यान नहीं दिया गया है। खान-पान पर बहुत ध्यान नहीं दिया गया है। यदि आपने रेलवे के इन्फ्रास्ट्रक्चर पर ध्यान नहीं दिया तो क्या आप रेलवे को सुधार लेंगे? क्या प्राइवेट पब्लिक पार्टनरशिप के माध्यम से रेलवे को सुधारेंगे? क्या रेलवे की आमदनी बढ़ाने के लिए आपने माल भाड़ा और यात्री भाड़ा बढ़ाने के अलावा दूसरा कोई उपाय नहीं सोचा? क्या आपने यह पता लगाने की कोशिश नहीं की है कि रेलवे की आमदनी बढ़ाने के और कौन से रास्ते हो सकते हैं? क्या आपने रेलवे की परिसम्पत्तियों का पता लगाने का काम किया है? रेलवे की आमदनी के दूसरे स्रोत क्या हो सकते हैं। क्या उनका पता लगाने की कोशिश की गई है?

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : धन्यवाद। आपका समय पूरा हो गया है।

श्री बशिष्ठ नारायण सिंह : महोदय, मैं दो मिनट और कह कर अपनी बात समाप्त करूंगा।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आप पहले ही ज्यादा समय ले चुके हैं।

श्री बशिष्ठ नारायण सिंह : महोदय, दो-तीन मिनट और दीजिए। रेलवे का एक ऐसा विभाग है, जिसमें खान-पान का बहुत महत्व है। इस पर मैं कह सकता हूँ। चार-पांच ठेकेदारों ने 200 से

अधिक गाड़ियां अपने हाथों में ले ली हैं। वे मोनोपली हाउसेंज हैं। अब आप उसमें उनका करिश्मा देखेंगे? गौड़ा साहब, मैं कहता हूं और आप इसका पता लगाने की कोशिश कीजिएगा, रेलवे ने 'रेल नीर का दाम 15 रुपये निर्धारित किया है, लेकिन डेली वह नीर कितने में मिलता है? वह 20 रुपये में मिलता है। आपकी व्यवस्था कहां गयी? आपने उसका रेट 15 रुपये निर्धारित किया है, लेकिन उसी रेल विभाग ने यह किया है कि वह डेली 20 रुपये में बिकता है। चूंकि बड़े पैमाने पर बड़ी कम्पनीज उनको 20 रुपये में बेचने के लिए रेलवे को देती हैं, तो वह 20 रुपये में बिकता है। महोदय, 50 रुपये खाने का लगता है। मंत्री महोदय पता लगा लें कि मेल ट्रेन में 127 रुपये में वही खाना एक आइटम मिलाकर बेचा जाता है। रेलवे की यही स्थिति है। दूसरी बात, एक टेंडर डाक्यूमेंट होता है। रेलवे में टेंडर डाक्यूमेंट इस ढंग से बनाया जाता है कि छोटे ठेकेदार या छोटे लोग रेलवे में एंटर कर ही नहीं सकते हैं, क्योंकि ये रेलवे पर वे छा गए हैं यदि आप आंकड़े की बात कहेंगे, तो आप रेल विभाग से आंकड़ा ले लीजिए। रेलवे ने बहुत से कमिश्ंस नियुक्त किए हैं। कमिटियों की अनुशंसा भी आयी है।

उपसभाध्यक्ष (डा. सत्यनाराण जटिया) : आप आखिरी बात कहिए।

श्री बशिष्ठ नारायण सिंह : आखिरी बात सिक्कोरिटी की है। रेलवे एक्सीडेंट एक महत्वपूर्ण पार्ट है। उस पर कह कर मैं अपनी बात समाप्त करूंगा।

रेलवे एक्सीडेंट्स पर रेलवे ने जो कमिटी बनायी, उसकी रिपोर्ट आई है कि lack of barricading, lack of fencing और lack of pedestrian bridges ही रेलवे में दुर्घटना के सबसे बड़े कारण हैं। क्या आपने कभी इसके ऊपर सोचा है?

महोदय, अंत में मैं अपनी पार्टी की सदस्या श्रीमती कहकशां परवीन को धन्यवाद देता हूं, जिन्होंने आज अपनी मेडन स्पीच में अपने राज्य के विषय में चर्चा की है। कि बिहार में कई प्रोजेक्ट लम्बित पड़े हैं। उसके लिए पैसा नहीं दिया गया है। गया को ये महत्वपूर्ण नहीं मानते जहां सारे संसार से Buddhist आते हैं। कुंवर सिंह के जन्म स्थान को ये अंतर्राष्ट्रीय स्थान नहीं मानते हैं। मैं चाहता हूं कि दीघा, पटना में जो गंगा पुल है और मुंगेर में जो गंगा पुल है। उनके लिए आप अधिक से अधिक पैसा देने का काम करें। इससे रेलवे का इन्वेस्टमेंट जरूर हो जाएगा।

रेल मंत्रालय में राज्य मंत्री (श्री मनोज सिन्हा) : इसके लिए पैसा दिया गया है।

श्री बशिष्ठ नारायण सिंह : इसके लिए बहुत कम पैसा दिया गया है। उसके लिए इतना पैसा दिया जाए ताकि वह कम्प्लीट हो जाए।...(व्यवधान)...

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : कृपया अब आप समाप्त कीजिए।

श्री बशिष्ठ नारायण सिंह : महोदय, कर्णाटक ही नहीं, उत्तर प्रदेश का पूर्वी उत्तर प्रदेश, बिहार ओडिशा और बंगाल भी रेलवे में दिखाई पड़े, इतना सुझाव जरूर दूंगा। धन्यवाद।

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : दर्शन सिंह यादव जी।

श्री दर्शन सिंह यादव (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी, मेरा कितना समय है?

उपसभाध्यक्ष (डा. सत्यनारायण जटिया) : आपके पास समय तो सीमित है आपकी पार्टी का पूरा समय आपके पहले वक्ता ले चुके हैं, इसलिए अब आप अनुभव की जो मुख्य बातें हैं, वह बता दीजिए।

श्री दर्शन सिंह यादव : महोदय, रेलवे बजट के बारे में मैं आपके माध्यम से अपने दोनों मंत्रीगण से एक ही अनुरोध करना चाहता हूँ कि इन्होंने बजट में कहा है कि बुलेट ट्रेन चलाएंगे, मैं इसके लिए आपको धन्यवाद देता हूँ, लेकिन गरीबों का ध्यान रखा जाए जो कोच हैं, उनको गाड़ियों में लगाया जाए। अच्छी-अच्छी गाड़ियों में या निचले दर्जे की गाड़ियों में दो जनरल कोच, तीन जनरल कोच लगे हुए हैं। स्थिति यह है कि जनरल पैसेंजर उन पर पायदान तक लटकता चला जा रहा है। तमाम दुर्घटनाएं ऐसी हो जाती हैं, जिन दुर्घटनाओं का कहीं अता-पता भी नहीं रहता है। इसलिए जो लोग आरक्षण नहीं करा पाते हैं, उनके लिए जनरल कोच बने।

महोदय, दूसरी बात मैं यह कहना चाहता हूँ बाथरूम पर विशेष ध्यान दिया जाए। एक ट्रेन 'गोमती एक्सप्रेस' चलती है, जो दिल्ली से लखनऊ जाती है। जिस समय वह 'गोमती एक्सप्रेस' शुरू की गई थी, उस समय आज की शताब्दी ट्रेन से किसी भी स्थिति में कम नहीं आंकी जाती थी, लेकिन आज उस 'गोमती एक्सप्रेस' का यह हाल है कि उसके बाथरूम में जाने का साहस भी नहीं होता है। यदि हाथ धोने के लिए नलों से पानी लेते हैं, तो cuff तक भीग जाते हैं। इस पर बहुत ध्यान देना पड़ेगा।

(श्री उपसभापति पीठासीन हुए)

श्री दर्शन सिंह यादव : महोदय, मैं तीसरी बात यह कहना चाहता हूँ कि खान-पान पर विशेष ध्यान दिया जाए। अभी हमारे सम्मानित सदस्य, श्री बशिष्ठ नारायण सिंह जी 'रेल नीर' की बात कह रहे थे, उसकी क्वालिटी पर आप ध्यान दें। आज जो मिनरल वॉटर आ रहा है, उसमें केमिकल डालकर उसको पैक कर दिया जाता है। ...**(समय की घंटी)**...

MR. DEPUTY CHAIRMAN: Please conclude.

श्री दर्शन सिंह यादव : महोदय, मुझे थोड़ी देर का समय और दिया जाए।

श्री उपसभापति : ठीक है, आप और दो मिनट लीजिए।

श्री दर्शन सिंह यादव : चूंकि यह 'रेल नीर' सरकार का है, रेलवे का है, इसलिए मैं गौड़ा साहब से भी कहना चाहता हूँ कि उसकी क्वालिटी देख लीजिए, जहां यह बन रहा है, वहां देखिए। मैंने फैक्ट्रियों में जाकर मिनरल वॉटर को नजदीक से देखा है, उसमें बहुत केमिकल पड़ता है। किसी खाने की चीज से चाहे कोई बीमारी हो या न हो, लेकिन इस पानी से कैंसर और किडनी फेल्योर की बीमारी जरूर होती है, इसलिए आप इसको विशेष रूप से देखें और खान-पान पर विशेष ध्यान दें। इन्हीं शब्दों के साथ आपका बहुत-बहुत धन्यवाद।

MR. DEPUTY CHAIRMAN: Now, Shri Ritabrata Banerjee.

AN HON. MEMBER: Sir, this is his maiden speech.

MR. DEPUTY CHAIRMAN: Maiden speech! My God. What do I do now?

SHRI RITABRATA BANERJEE (West Bengal): Mr. Deputy Chairman, Sir, first of all, the point I would like to make is the Indian Railways is a public transport, and the public transport has to run with public characteristics. A public transport cannot run without public characteristics. The public transport must have sustained budgetary allocation and support for its running. That has been the experience worldwide. Everywhere, public transport constantly receives budgetary support and allocation, and through it, the public transport runs.

Now, this Budget, presented by the hon. Railway Minister, Shri Sadananda Gowda, has made a paradigm shift. The paradigm shift is from the fundamental conception of the Indian Railways as being a public transport. That has taken place precisely in this Budget.

Now, Shri Jairam Ramesh was telling here the same thing when he was speaking. To look at railways essentially as a commercial entity, will be fundamentally wrong. And that has been precisely done in this Budget. The Budget, to be precise, Sir, has been a classic exercise in a beauty parlour treatment. It is a cosmetic exercise. High in rhetoric; low in substance; emphasis has been on high-sounding Bullet Trains and commercial freight corridors with no budgetary calculations to back up the entire process. The slogan is, 'Minimum Government and Maximum Governance'. Slogan-wise, it is brilliant, and it has kindled the imagination of many people in the country. I must admit it. But unveiling of this slogan has basically taken place in this Budget. The entire emphasis is to attract FDI and to undertake all further expansion and modernisation through the public-private-partnership route.

Now, imposition of greater burdens on the common man has been done in this Budget. The common man in our country needs the railway the most, and they also use the railway the most. Before the Parliament session was convened, a sum of ₹ 8,000 crores has been ensured through undemocratic Budget hikes. The hike has been ensured, bypassing the Parliament and now, you are linking the future prices of travel with fuel adjustment factor, which will further burden the people. This cannot happen in a public transport. You are denying the fact that Indian Railways is a public transport. You have ensured basically a present continuous tense in the Government's grammar. In the grammar of you, which you have presented to the country, a grammar essentially neo-liberal in its dictum. With every increase in prices, the prices of railway fare will go up, and there will be a continuous burden on the common people.

[Shri Ritabrata Banerjee]

Now, the hon. Minister has presented the Budget. While presenting the Budget, the 13 lakh employees - basically 16 lakh employees are there but three lakh posts are vacant — who are working 24 hours for 365 days, braving the natural hardships, extreme conditions and even giving up their lives, have been conveniently forgotten. The railway employees have a history of glorious struggles. In our country, railway employees have created glorious histories of struggle, and I firmly believe that the working class in the Indian Railways will fight against this attempt of privatization and this attempt of commercialization by tooth and nail.

Sir, I would mention another point in this regard about developing infrastructure. It is very important. Developing infrastructure and filling up the necessary manpower was a dire necessity, but it has been conveniently sidelined. Nothing has been said about the three lakh vacant posts which are there. You have made no attempts to fill up these posts. Now, employment could have been generated with these posts; three lakh posts are not very less. Sir, all these three lakh vacant posts are mainly associated with maintenance and safety. The question of safety has been dealt with by many hon. Members because there have been innumerable accidents and many people have died in these accidents. Innumerable accidents are taking place and Commissions are set up, but nobody knows the outcome of those Commissions. The credibility of the Railways, as far as safety is concerned, has really become questionable. A time-bound action plan for ensuring the safety in existing trains needs to be ensured. I was going through the railway papers. - Hon. Members, from that side of the House, were referring to different paper cuttings — how the Budget has been there; how the media has praised this Budget. I heard a BJP Member saying that this Budget was a revolutionary Budget. I also admit that this Budget is definitely a revolutionary Budget, as far as the corporates of our country are concerned; as far as the big industrialists are concerned; as far as the fat cats are concerned. They are very delighted with this Budget because the Budget is exactly on the lines that they wanted. I would like to know as to what has been our experience in the Foreign Direct investment; what has been our experience in the PPP in other infrastructure sectors where it has been taken up — in the airport sector, in sea ports, etc. The only thing that has been ensured is that the cost for the consumers has grown manifolds. It is the Budget Speech of the hon. Railway Minister which enlightened us and we came to know that as far as the PPP is concerned, PPPs, worth almost 60,000 crores of rupees, have not been realized. So, the Railway Budget is basically a blueprint for privatization at the cost of the Indian people who will go on to bear the brunt of profit maximization by the private sector and the FDI.

All of us will agree that the efficiency of the railways is dependent on the freight traffic. Many hon. Members have categorically said that industrial development is also dependent on development of the efficiency of freight traffic. Over the years, Indian Railways have been lagging behind in competition with the road traffic. This has to be seriously dealt with.

Now, I come to resource mobilization segments. There are resource mobilization segments in the Indian Railways. I have mentioned in the beginning that it is a public transport, with a public characteristic. And, in this public transport, there are resource mobilization segments, like port connectivity, mining connectivity, power plants connectivity, etc. These are now being eyed by the PPP and the FDI because ensured commercial returns are there. And, if these sectors, where the commercial returns are there, are sucked out, the entire body will be bloodless and that will be a detrimental situation for the Indian Railways. Once these sectors go into the hands of private players things will become more untenable for the Government.

'Consolidation and expansion' must have been the slogan. But, unfortunately, this slogan has been forgotten. Plan expenditure, as far as this Railway Budget is concerned, is almost negligible. Hon. Member Naqviji is not here. I saw him on TV saying that it was a revolutionary bullet Budget. Through this revolutionary bullet Budget, the journey of the Railways will come on world-class tracks. Hon. Member Jairamji is also not here. He precisely mentioned on this point and mentioned that the Rajdhani, the Shatabadi were having a maximum speed of 130-135 kilometres per hour. He was speaking about the bullet trains. I also want to emphasize on that point. The minimum speed for bullet trains needs to be 299 kilometres per hour. But what is the condition of the tracks? When you talk about the international standards, as many hon. Members have said, ₹ 60,000 crores will be the minimum cost for running a bullet train from Mumbai to Ahmedabad and *vice versa*. This is a 500 kilometre stretch. So, the cost of one kilometre stretch will be approximately ₹ 120 crores. From where would the resources for this construction come? The Railway Budget is completely silent on that. Will it come through the FDI? Will it come through PPP? Where is the concern for concrete plans for generating funds? The question of land is also there. If you want to have this track, the question of acquiring lands will be there. That question has also not been dealt with. The bullet train project is basically an unrealistic dream. यह तड़पते हुए हिन्दुस्तान के लिए नहीं है, यह चमकते हुए हिन्दुस्तान के लिए है। एक हिन्दुस्तान के अंदर दो हिन्दुस्तान की पैदाइश इतने वर्षों में शासक वर्ग की नीतियों की वजह से हुई है। इस रेल बजट में बुलेट ट्रेन का जिक्र करके रेल मंत्री जी ने चमकते हुए हिन्दुस्तान को बढ़ोतरी दी है। इसलिए इन लोगों के लिए यह रिवाँल्युशनरी बजट है, जो इधर पेश हुआ है। मैं यह बात बोलना चाहता हूँ। कि चीन की बात आई, रिपब्लिक ऑफ चाइना, यह तो सही बात है कि हम 1947 में पॉलिटिकली

[Shri Ritabrata Banerjee]

आजाद हुए और चीन में 1949 में क्रांति हुई। तो जिस देश में दो साल बाद क्रांति हुई, वे लोग कहां तक पहुंचे हैं, वह अलग बात है, मगर जहां तक रेलवे का सवाल है, People were speaking about China. I just want to mention it because I was mentioning about the freight traffic. In China, the freight traffic, the yearly outlay, is 116 billion and ours is roughly is 10-12 billion. And the question of public transport once again comes into play. The entire Chinese model, the entire Railways in China, is conducted through the China Railway Corporation which is a national railway operator of the People's Republic of China under the Ministry of Transport. Nothing private is there. It is controlled by the State because rail, throughout the world, is a public transport and public characteristic needs to be maintained.

Now, as far as the question of North-East is concerned, North-East question is a very important question. In spite of resources, huge resources, desired development has not taken place in the North-East and these are also the reasons for insurgencies there. Now, as far as Tripura is concerned, it is unfortunate that demand for Agartala to Sabroom line has not been met. The State is covered on three sides by Bangladesh. On one side, Assam is there, the connectivity with Silchar is there. Connectivity from Kumarghat to Sabroom through Agartala is a long demand of the people of the small State of Tripura. It has almost conveniently been forgotten. No money has been there. Almost negligible money has been there. The most important thing is the Akhwarra via Bangladesh Chittagong route. That was a very important project because it is not only important for Tripura, it is also important for the entire Eastern sector. For these things, not a single paisa has been allotted.

Then, as far as Metro rail in my State is concerned, I come from West Bengal. जहां तक वेस्ट बंगाल में मेट्रो रेल का सवाल है, हम लोग यह मानते हैं कि मेट्रो रेल के लिए पैसा दिया गया है, वह पैसा ऑलमोस्ट नेगलिजिबल है, नहीं देने के बराबर है। So, I will urge upon the hon. Rail Minister that he must make a personal visit. I will urge upon him that let him go to Kolkata, see the entire thing and think over it because this metro railway is the oldest in our country. The money given is almost negligible. Almost no money has been given. Now, Sir, I was going through different Budget speeches. I am a new Member; I will not say that I went through all the Budget speeches, but definitely from 2009-10, I was reading all the Budget speeches. In 2009-10 Budget speech, it was emphatically declared that within the next economic year, 1,000 kilometre tracks will be laid and by 2020, 25,000 kilometre tracks will be laid. But, unfortunately, when I was looking at different data and questions which I and other Members made, I find

from the answer came from the Ministry that within one year only 100 kilometre was laid. Now, in 2010-11 Budget — I was looking at the Budget speech, Sir; I saw in the Budget speech — it has been said that 522 hospitals and diagnostic centres, 50 central schools, 10 residential schools in the style of Navodaya Vidyalayas will be constructed. The Railway Department will be doing that. It was also said that 13 multi-speciality hospitals and 16 factories in my State will be constructed. People may call me partisan. But I will be very grateful to the hon. Railway Minister if he could tell us — when he replies — what the status of these factories is because as my personal experience goes, many of the factories were mentioned in successive Rail Budgets like Shalimar auto hub, Kisan Vision Project in Singur, metro coach factory at Noapara, rail coach factory at Kanchrapara, rail axel factory at new Jalpaiguri, Jelmgham and Haldia factories, rail wagon factory at Kulti, Coach factory and power plant in Purulia, factories at Adra, Tindharia, Budge Budge and Cooch Behar. Some money has been- allotted to some projects. But my personal experience is that many of these factories are basically a lucrative ground for cattle grazing. *(Time-bell rings)*

MR. DEPUTY CHAIRMAN: Only two more minutes.

SHRI RITABRATA BANERJEE: Just give me two minutes. Other people who are making maiden speeches took more time. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Yes, two more minutes.

SHRI RITABRATA BANERJEE: I would conclude, Sir.

MR. DEPUTY CHAIRMAN: Two more minutes.

SHRI RITABRATA BANERJEE: I just want to know that what has been the status because as far as my personal experience goes — I have been moving around the State many of these proposed factories are lucrative and fertile grounds for cattle grazing. People are taking cattle in large numbers there. Since long we have been hearing that 16 factories have been established in all States. I am unable to see them ! I may be partisan, but I can't see people going to the factories, smoke coming out of the factory chimneys or production taking place. This is mindless populism. And then, Sir, when I went through the 2012 Railway Budget, I found the Railway Minister saying during the Budget Speech that the rail had gone into the ICU! I was amazed. In 2009-10, 2010-11 and 2011-12 the spirit of Railway Budget must have continued. People from the same group that presented the Budgets. But, unfortunately, this is what happened.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI RITABRATA BANERJEE: Sir, I am on my last point.

Sir, our land happens to be the land of maverick celluloid geniuses like Ritwik Ghatak, Satyajit Ray and Mrinal Sen. There is a scene in Satyajit Ray's celebrated movie, *Pather Paanchali*, where a little girl with her young brother is seen running through the fields for long because the train was expected at that time. She was running towards the train. The joy and exuberance that came out in that black and white movie through the brilliance of Ray was the dream of the Indian people regarding railways. From this side of the House we have heard for the last ten years that the Indian people must tighten their belts.

MR. DEPUTY CHAIRMAN: Please conclude now.

SHRI RITABRATA BANERJEE: Just a minute, Sir.

Now, we are hearing that everything is empty and so, more stringent measures for restoration of financial discipline, a more lethal dose of the same medicine, are needed. Sir, I am a new Member. I am learning and I want to learn more. I have been hearing, and it fascinated me, that in victory one must be generous. The people of India have voted decisively for the BJP. I just want to urge, ये जो हिन्दुस्तान है, इस हिन्दुस्तान के अंदर बी.जे.पी. का जो चिराग है, इस चिराग को लोगों ने भारी तादाद में बहुमत दिया है; the BJP has kindled the imagination of the common man. People have voted for them. In a democracy, you cannot take people for granted.

MR. DEPUTY CHAIRMAN: Yes, please conclude.

SHRI RITABRATA BANERJEE: Just one minute, Sir.

यह आम आदमी के खिलाफ ...(समय की घंटी)... यह जंग का जो एलान किया गया है, मैं बी.जे.पी. से, हाउस की उस साइड में यह गुजारिश करना चाहूंगा कि लोगों के हाथों में जो आपका चिराग है, लोग इस चिराग को बरकरार रखना चाहते हैं, मगर लोगों को आप फॉर ग्रांटेड मत लीजिए ...(समय की घंटी)... क्योंकि

‘चिरागों की हिफाजत करते-करते
हवा का रुख बदलता नज़र आता है,
तू कितनी आग बरसाएगा सूरज,
हमने तो तुझसे ही शोलों पर चलना सीख लिया है।’

MR. DEPUTY CHAIRMAN: Okay, your time is over. Shrimati Gundu Sudharani.

SHRIMATI GUNDU SUDHARANI (Telangana): Sir, at the outset, I take this opportunity to congratulate the hon. Railway Minister for presenting the maiden Budget of the NDA. The Budget indicates a paradigm shift in the history of the Railways.

Proposals for safer and faster journeys raise new hopes. रेलवे में यात्रा के दौरान सफाई के लिए जो कदम उठाए गए हैं, उनसे हम उम्मीद कर सकते हैं कि यात्री ज्यादा आरामदायक यात्रा कर सकेंगे। The move to upgrade the reservation system definitely deserves applause. Now, we can reserve 7,200 tickets per minute from the existing 2,000 and odd tickets. It is a welcome move.

Sir, I welcome the fact that at last the Railways have shown some generosity towards women. I wholeheartedly welcome the appointment of 4,000 women RPF constables for the protection of women. I request the hon. Minister to provide them mobiles so that they can contact the concerned officials to redress the problems quickly. The Minister said that he requires ₹ 5 lakh crores to complete all the projects. I don't know what the UPA had been doing all these years. The Minister himself has indicated that during the last 10 years, ₹ 60,000 crores were spent on 100 projects. So, I would request him to get all the projects completed in a time-bound manner. Secondly, with the FDI and PPP, I am confident that backlog of projects could be cleared quickly and early.

Sir, we have been making umpteen requests for taking up various projects which were pending for years in Andhra Pradesh and Telangana. Without debating all the issues, I wish to mention some of the important projects that are languishing for approval, sanctions and allocations. In the Telangana region, there is a long-pending demand for making Kazipet a separate Division. You may be aware that Kazipet is famous for being a major railway junction and locomotive maintenance division in Telangana.

With more than 100 years of history, Kazipet is the hub connecting north and south, east and west India with numerous trains passing through the station. It is one of the busiest stations in the South Central Railway, but if you look at the present position of not only the station but also the loco shed and other things, it is pathetic and the situation is going from bad to worse. We have been demanding, inside and outside Parliament, urging the successive Railway Ministers to consider various proposals relating to Kazipet that are pending before the Ministry for consideration and implementation. But nothing tangible has been done so far. The Minister announced for setting up of a Railway University. I request that Telangana is a suitable place and the University can be set up in Hyderabad as it has got all the necessary paraphernalia. I am mentioning some of the important proposals for consideration of the hon. Minister and request him to take them up and complete in a time-bound manner.

The following new trains be announced:-

(1) Hussain Sagar Express from Secunderabad to Mumbai; (2) Rajkot Express from Hyderabad to Surat with starting point at Kazipet; (3) New train from Kazipet to

[Shrimati Gundu Sudharani]

Bangalore; (4) New express train from Kachiguda to Bangalore; (5) Bombay Express from Hyderabad to Mumbai with starting point at Kazipet; (6) Increase the frequency of EMUs between Warangal and Secunderabad; (7) Introduce Electrical Multiple Unit trains between Warangal and Kagaznagar; (8) Padmavathi Express should run the whole week and one AC 1st Class coach should be provided because it is going to Tirumala and most of the people from Telangana go to pray the God of Tirumala; (9) People of this region have been demanding trains from Kazipet to Shirdi, Nagpur, Tirupati. So, this request may be acceded to; (10) There is also a need to run additional trains between Kazipet and Ballarshah; (11) Ladies compartments should be added to trains that are passing through Warangal; (12) Electrical Multiple Unit trains between Warangal and Kagaznagar be introduced.

There is land at Bodagutta. I request you to take over it and set up pit lanes. This land is sufficient to set up 3 to 4 pit lanes.

Strengthen the siding line facility for transportation of agriculture goods. Sufficient rakes have to be provided for transportation of agriculture products, rice, coal and fertilizer and priority should be given to these things for transportation.

Railway Under Bridge in-and-out bridge like Secunderabad from Warangal to Shivnagar has to be taken up.

There is no line from Warangal station to Ghanpur-Palakurti- Nalgonda. I request you to announce this small line in the Budget and also one foot-over-bridge from Warangal station to Shivnagar. And, there is also a demand for RUB at Chintal. These are small works to be done.

Since Kazipet junction has diesel and electrical loco sheds, an apprentice centre be opened here so that it will help all those who are residing in and around Kazipet.

Also a Wagon factory for Kazipet was announced in 2010-11. But nothing has been done since then. I think land has not been given by the State Government. So, I request you to kindly persuade the State Government by taking it up at your personal level in view of the importance and long-pending demand and allocate sufficient funds this year to commence the work immediately. It is a very important project as it not only provides employment to thousands of people in Telangana which is a backward region but also helps railways to utilize infrastructure available here.

Sir, survey for a new railway line between Bhupalapalle- Karimnagar-Uppal is over and requires funds for starting the work. I request you to kindly allocate necessary funds and complete this project in a time-bound manner.

I request for upgradation of Warangal railway station. And also the Railway Polyclinic at Kazipet has been upgraded to Sub-Divisional Hospital last year. There is neither lab nor operation theatre and the Railways is citing less number of beds to provide these facilities. And, secondly, there are 14 doctors, but for the reasons best known to the Railways, it is operating with only three regular and one contract doctors. I also request lab facilities here.

With these words, I conclude my speech and request the hon. Minister to pay special attention to Telangana as well as Andhra Pradesh.

MR. DEPUTY CHAIRMAN: Thank you very much for adhering to the time limit. Now, before I proceed, I have to share with the House my problem regarding time management because the position is like this: in 'Others' category, there are 10 speakers and total time is only 40 minutes. If I divide it among the Members, it comes to only four minutes per Member. But in four minutes, nobody can complete the speech. So, they need a little more time. With regard to Congress, there are eight more speakers and they have 85 minutes. ...*(Interruptions)*...

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, the time allotted. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let me complete. Please sit down. That is what I am saying. BJP has got four more speakers and 39 minutes. Therefore, for time management, I would request the Members from Congress' and BJP to limit their speeches to eight minutes. ...*(Interruptions)*... I am only requesting you. You may or may not do it. I am only saying this because at 8 p.m., we have to conclude and so many speakers are there. In 'Others' category, there are 10 speakers. In four minutes, they cannot complete. If I divide the time, it is only four minutes. So, today, I am sharing my problem with you. My request to the Congress and BJP Members is to limit their speeches to eight minutes so that 'Others' category Members can speak for, at least, 5 to 6 minutes. That is what I am saying.

Then, I want the sense of the House. I know that it is the Railway Budget and in between, there should not be any papers laid on the Table, but Dr. Harsh Vardhan is waiting from 12 o'clock onwards just for laying a statement on the Table. If the House agrees, I will allow him. Okay, you can lay it on the Table.

STATEMENT BY MINISTER

Doctor-Pathological laboratory/diagnostic centres collusion

THE MINISTER OF HEALTH AND FAMILY WELFARE (DR. HARSH VARDHAN): Sir, I lay on the Table a statement regarding doctor-pathological laboratory/

[Dr. Harsh Vardhan]

diagnostic centres collusion defrauding patient/consumer as revealed through sting operation titled 'Operation Jonk' aired by *News Nation* TV channel on July 21, 2014.

“On Monday, July 21, 2014, the Hindi TV channel, *News Nation*, aired a programme titled 'Operation Jonk' which sought to expose the secret deals struck between some dishonest medical practitioners and the managements of pathological laboratories and diagnostic centres in the National Capital of Delhi.

The over two-hour-long programme appeared to employ classical sting operation techniques to rouse public consciousness on the allegedly unregulated state of affairs in an important segment of the medical economy. The ease with which some doctors are suggested as collecting 30-50 per cent commissions on magnetic resonance imaging (MRI), CT scans, ultra sound, routine pathological tests, etc., was captured through surreptitiously filmed conversations.

Some reputed diagnostic centres in Delhi, including its oldest standing one, were shown as involved in this nefarious racket.

The Ministry of Health and Family Welfare does not accept a broad-brush depiction of the medical community as guilty of such malpractices. However, it is felt that some individuals, who are indulging in such unethical conduct, should be identified and disqualified from practising the noble profession of the physician.

The three most important revelations of the programme are:

- (1). The racket is suggestive of an all pervasive, at least, in the context of the National Capital. Though doctors are not individually named, it should not be difficult to get to the facts because the programme has revealed that the commissions are paid through the issuance of monthly or weekly cheques.
- (2). The racket is leading to unjustified profit margins. This is apparent from the rate of commissions paid. In quite a few parts of the sting operation, the staff of the diagnostic centres reveal that they pay referring doctors as much as 50 per cent commission on expensive tests like MRI. This indicates that even after paying the huge rate of commission, these clinics report good profits.
- (3). A kind of cartelisation has resulted in so far as this aspect of the medical economy of Delhi is concerned. All the private laboratories and diagnostic centres charge roughly the same amounts for pathological tests and clinical examinations. Patients have no option but to pay up the exorbitant fees. They

are also subjected to unnecessary tests by the doctors who are guided by the lucre of commissions. This exacerbates their physical and mental agony.

The Ministry of Health and Family Welfare, Government of India, accepts that the patient/consumer of the medical economy needs protection from such nefarious practices that have come to thrive under conditions created by lack of implementation of existing laws/rules/codes and insufficient governmental oversight.

The Secretary, Ministry of Health and Family Welfare, has been asked to conduct an impartial inquiry into the facts brought out by the TV programme. *News Nation* channel has been requested to submit a DVD and a copy of the script to facilitate the inquiry.

The President of Medical Council of India, an autonomous body under the Ministry, has been asked to summon an emergency meeting of its Ethics Committee and post the minutes of the said meeting on its website.

I have also written to the President of MCI today pointing out that the practice of accepting commissions is in clear violation of MCI's Code of Ethics, 2002, under 'Regulations on Professional Conduct, Etiquette and Ethics for registered medical practitioners'.

Reiterating that the vast majority of medical practitioners of India maintain the highest standards of ethics and professionalism, the Ministry feels that it is time to check the retrogressive tendencies that have crept into sectors of the medical economy, thereby leading to the thriving of corrupt clusters and affecting the image of the community. For this, it is necessary to bring under some degree of oversight the trade practices employed by pathological laboratories/diagnostic centres.

In addition, the Ministry has decided to take a long-term view of the outstanding question of giving the consumer's interest the rightful focus in the medical economy. The *laissez faire* spirit that dominates this business in India works to the disadvantage of the consumer and needs correction.

It is acknowledged that extant civil laws governing medical negligence do not explicitly cover the aforementioned practices. The patient's/consumer's right to transparent and rational prescriptions, including referral to justified clinical/diagnostic examinations need to be codified in new legislation/s.

Accordingly, the Ministry is drawing up a panel of reputed medical practitioners and consumer law experts to suggest measures for introducing greater transparency and accountability in medical practices as a natural corollary of 'Health for All'."

**THE BUDGET (RAILWAYS), 2014-15
AND
GOVERNMENT BILLS**

(i) The Appropriation (Railways) No. 2 Bill, 2014.

(ii) The Appropriation (Railways) No. 3 Bill, 2014 –Contd.

MR. DEPUTY CHAIRMAN: Now, Shri D. Raja.

SHRI D. RAJA (Tamil Nadu): Sir, the Railway is the biggest public transport available to the people of our country. In a way, the Railway holds the country together linking all regions and I wish the Railway Ministry takes efforts to strengthen and improve the Railways in the interest of the nation as a whole.

Sir, my good friend, Shri Jairam Ramesh, has raised a fundamental question as to whether we need a separate Budget for the Railways. There is a demand for a separate Budget for Agriculture. So, it is entirely a different issue. At some point of time, the Parliament can spend some time to debate on that. But now, we have a Railway Ministry and a separate Budget for the Railways.

Sir, the Railway Budget talks a lot about private investment. But, the Minister is vague and not very clear on how the private investment is going to be and how it will play a role in strengthening our Railways. Then, there is a ‘cure all’ mantra, that is, FDI in Railways. We have a position where there is FDI in Defence, FDI in insurance, FDI in retail trade and all such things. But, regarding FDI in Railways, again the Minister seems to be silent, or not very clear, on how this FDI is going to help Indian Railways.

Sir, again, I quote my friend, Shri Jairam Ramesh. He talked about bio-toilets. Even today, we have the manual scavenging and the Railway is the biggest employer of manual scavengers. Manual scavenging is a national shame and the Railways must take it up as an opportunity to get rid of this national shame. So, the Railways should go for the bio-toilets, the coaches with bio-toilets. I would like to add one more thing for the consideration of the hon. Minister. There is no mention about coaches meant for disabled persons. I think, every train should have separate coaches meant for disabled persons. Sir, the RPF and the security forces should see that the coaches meant for disabled persons are not occupied by others. It is for the security forces to ensure that. I would also wish the Minister to take note that there must be some effort to help the disabled women passengers. Their plight is very miserable, and, the Ministry should take this into consideration.

Sir, we talk of modernizing our coaches and improving our railways. We have the Integral Coach Factory in Chennai. I do not know the perspective of the Ministry to enhance the capacity of the Integral Coach Factory at Chennai. I suppose, it is one of the globally acclaimed factories. I hope the Railway Ministry officials know this. Sir, the ICF needs more attention from the Ministry.

There are some railway issues connected to Tamil Nadu also. Even my good friend, Dr. Maitreyan, while talking about one region, spoke on how to connect Kumbakonam, and, some other things. Sir, I would like to mention about Thiruvarur-Tiruturaipoondi-Karaikudi route, where the gauge conversion has been accepted, but I don't think that the work is in progress because of various reasons, particularly, lack of budgetary support for this project. I met the hon. Minister, I made the representation, and, I think, he would give due consideration to this line.

Sir, I do not wish to take much of the time. The passenger fares and freight charges are now linked to the hike in prices of fuel. During the Question Hour, I raised this issue and asked as to what was the criterion or formula that the Ministry followed to do this. It is not a good practice to hike the passenger fares and freight charges as a pre-Budget exercise. It comes as a big shock or big blow to the passengers. *(Time-bell rings)*

When we are going to discuss the Budget, why should the Ministry go for pre-Budget hike in the passenger fares? What is the criterion to link this with the hike in fuel prices, and, how are you going to adjust it? This is one issue which the Minister needs to explain.

Sir, I am not going to talk about bullet trains. Many speakers have touched this point. Sir, for one bullet train, from Ahmedabad to Mumbai, and, from Mumbai to Ahmedabad, you need ₹ 60,000 crores. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: You are a socialist, why do you want bullet train ?

SHRI D. RAJA: No, no. The Minister wants bullet trains. ...*(Interruptions)*... I am arguing for common people. For one bullet train, the Government wants to spend ₹ 60,000 crore, and, I am talking about other areas because there are regions which need to be connected by railways, there are regions where you need doubling of tracks, there are regions...

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI D. RAJA: There are regions where you will have to go in for gauge conversion; there are regions, even in Kerala, Sir, where people say that old coaches are used in trains. You are from Kerala, Sir. You know the experience, Sir. Even rats can bite you the next time when you travel. What I am trying to say is that there are complaints from different States. The Railway Budget does not.

MR. DEPUTY CHAIRMAN: Please conclude.

SHRI D. RAJA: The Budget does not address the demands of all the regions. *(Time-bell rings)* It is a national Budget. There should be a national perspective. It should be an all-India Budget.

5.00 P.M.

MR. DEPUTY CHAIRMAN: Thank you. Please.

SHRI D. RAJA: Sir, people say that the Minister wears good smile. I wish he continues to have that good smile all the time in the coming years. (*Time-bell rings*)

MR. DEPUTY CHAIRMAN: Okay, thank you. ...(*Interruptions*)...

SHRI D. RAJA: But, you must address all these issues which have been raised by all the Members. Thank you, Sir.

MR. DEPUTY CHAIRMAN: Now, Shri Mohammed Adeeab. He has to go for breaking the fast. Please, take only five minutes.

श्री मोहम्मद अदीब (उत्तर प्रदेश) : सर, यह दस्तूर है कि जब कोई बिल या बजट आता है, तो उसकी पार्टी के लोग उसके कसीदे पढ़ते हैं और अपोजीशन पार्टी के लोग, चाहे उन्हीं का बजट हो, नाम बदल कर आया हो, फिर भी वे ऐब ढूंढते हैं। मैं इसमें नहीं पड़ता चाहता हूं। मेरे लिए इस बजट में कुछ चिन्ता के विषय हैं, जिन्हें मैं मंत्री जी के सामने रखना चाहता है। 2006 और 2008 में रेलवे के पास 11,500 करोड़ रुपए का सरप्लस था, जो आज 2014 में 600 करोड़ रुपए रह गया है, फिर भी बड़े-बड़े वादे किए गए। मैं समझ नहीं पा रहा हूं कि होगा क्या? यह सबको पता है कि एक ट्रेन जब चलती है, तो उस पर 5 करोड़ रुपए का खर्च आता है और उसका रेवेन्यू 2.2-2.5 करोड़ रुपए होता है। जब यह शक्ल पैदा होती है, तो रेवेन्यू कहां से आता है? वह आता है मालगाड़ी से। जब एक मालगाड़ी चलती है, तो 5 करोड़ रुपए का इन्वेस्टमेंट होता है और 10-12 करोड़ की उसकी इनकम होती है। कोशिश यह होनी चाहिए थी कि इस पर कोई थीसिस या प्रोजेक्शंस होते, लेकिन मुझे ऐसा नहीं लगा कि ऐसी कोई बात की गई है। 676 प्रोजेक्ट्स, जो आज पेंडिंग हैं, उनमें से लगभग 350 कंप्लीकेशन के करीब हैं या खत्म होने वाले हैं, लेकिन लगभग 300 प्रोजेक्ट्स अभी बाकी हैं। इनको पूरा करने के लिए रेलवे को 50,000 करोड़ रुपए पर ईयर 10 साल तक चाहिए। यह कहां से आएगा? इस पर खामोशी है, बिल्कुल खामोशी है। आज यह कहा जा रहा है कि हम पैसे लाएंगे और बजट ट्रेन चलाएंगे। मैं यह समझ नहीं पाया। मैं खुश होता, अगर इस बजट में कहा जाता कि ट्रेन को बिल्कुल सही वक्त पर चलाया जाएगा और जो ट्रेन्स चल रही हैं, उनकी हिफाजत की जाएगी। पटरियों का हाल यह है कि कितनी रिपोर्ट्स आ चुकी हैं, जो रेलवे में मौजूद हैं, मैंने कई साल पहले पढ़ा था कि रेल की जो ट्रेक्स हैं, वे मखदूश हैं, खतरनाक हैं, बहुत फास्ट ट्रेन्स चलाने के लिए खतरनाक हैं। आप जानों के साथ खिलवाड़ करना चाहते हैं मुझे अच्छा लगा था, जिस वक्त रेलवे के मंत्री ने यह कहा था कि हम कुछ पैसे बढ़ाएंगे। यह जरूरी था, यह सबको मालूम है, इधर वालों को भी और उधर वालों को भी, कि रेल बुरी हालत में है, उसमें पैसे बढ़ने चाहिए थे। दुख हुआ जिस दिन रेलवे ने बढ़ाए हुए पैसे वापस ले लिए। समझ में आ गया कि इनकी नीयत भी रेल को सही करने की नहीं है, बल्कि पॉपुलर बजट लाने की है। यह गलत तरीका है। रेल का कंसेप्ट, जिसने गरीबों

को एक जगह से दूसरी जगह जोड़ा था, उसके लिए आपको कहना चाहिए था कि हर फास्ट ट्रेन में कम-से-कम चार डिब्बे गरीबों के लिए होंगे। वे गरीब एक जगह से दूसरी जगह जाने के लिए, अपने पेट की आग को बुझाने के लिए, रोजी के लिए सफर करते हैं। आप उनके डिब्बों में जाकर तो देखिए। जानवर भी ऐसे नहीं जाता, जैसे इंसान जाता है। आप कहते हैं कि हम वाईफाई लगा देंगे। किसके लिए? वे तो हवाई जहाज से भी चल सकते हैं, वे एसी फर्स्ट क्लास में भी चलते हैं। सारी मराआत, सारे बेनिफिट्स आप उनको देने के लिए तैयार हैं। 80 फीसदी लोग जो मजबूरी में सफर करते हैं, जो बगैर रिजर्वेशन के सफर करते हैं, आपको उनके लिए कुछ लाना चाहिए था। मैं मंत्री जी से कहना चाहता हूँ कि अब यह सब छोड़ दीजिए, ऐसा मत करिए, उनके लिए करिए, जिन्होंने आपको वोट दिया है, जो गरीब लोग हैं। आपको जो जिताकर यहां तक लाते हैं, वे कोठी वाले लोग नहीं होते, वे गरीब लोग होते हैं। लेकिन उनके लिए आपके इस बजट में क्या है, मुझे नहीं मालूम।

कहा गया कि हम पी.पी.पी. लाएंगे और इसके ऊपर पैसे जनरेट करेंगे। इसमें कौन लोग जाएंगे? ये वही महाजन लोग होंगे, जिन्होंने आपको फंड दिया था और अब रेलवे और दूसरी चीजों में पैसा लगाकर, सूद के साथ आपसे पैसा कमाएंगे। आप किन लोगों के लिए कह रहे हैं? आप कह रहे हैं कि हम एफ.डी.आई. के थ्रू पैसा जमा करेंगे। आप ऐसे लोगों का हित क्यों चाहते हैं, जिन्होंने आपको, इनको या हमको अपनी दौलत का सहारा लेकर पार्लियामेंट में भेजा? इस तरह आप उनको इन्वेस्टमेंट करने के लिए मौके दे रहे हैं। आप चाहते हैं कि हम उनके लिए ख्वाब बना दें, एक दुनिया बना दें। ...**(समय की घंटी)**... क्या आपका काम यह था? आज हिन्दुस्तान जो जुड़ा हुआ है, वह रेल के जरिए ही जुड़ा है। इसके अन्दर आपको गरीबों के लिए काम करना चाहिए था।

MR. DEPUTY CHAIRMAN: Please conclude.

श्री मोहम्मद अदीब : ट्रेन की टाइमिंग्स का हाल यह है, मिनिस्टर साहब, जब हम छोटे शहरों में जाते हैं तो सबसे पहले दस बार फोन करके पूछते हैं कि मालूम करो, ट्रेन कितनी देर में आ रही है। ...**(समय की घंटी)**...

MR. DEPUTY CHAIRMAN: Please conclude.

श्री मोहम्मद अदीब : यहां पर मुश्किल यह है कि टेलिफोन भी कोई नहीं उठाता। आप स्टेशन पहुंच जाइए, ट्रेन एक घंटा लेट आएगी या दो घंटे लेट आएगी, यह कोई नहीं जानता। अगर उसके टाइमिंग्स को आप सही कर दें, तो वास्तव में यह अवाम का बजट होगा।

श्री उपसभापति : आपका टाइम खत्म हो गया, आप बैठ जाइए।

श्री मोहम्मद अदीब : इन अल्फाज के साथ, मैं आपको मुबारकबाद देता हूँ। साथ ही यह भी कहना चाहता हूँ कि ये हवाई बातें, ये बुलेट ट्रेन, ये फास्ट ट्रेन छोड़कर अगर आप गरीबों के कुछ करिएगा, तो यकीनी तौर पर हम कहेंगे कि यह एक अच्छा बजट आया है। बहुत-बहुत शुक्रिया।

[ش्री موہممد اددیب]

† شری محمد ادیب (اترپردیش) : سر، یہ دستور ہے کہ جب کوئی بل یا بجٹ آتا ہے، تو اس کی پارٹی کے لوگ اس کے قصیدے پڑھتے ہیں اور اپوزیشن پارٹی کے لوگ، چاہے انہیں کا بجٹ ہو، نام بدل کر آیا ہو، پھر بھی وہ عیب ڈھونڈتے ہیں۔ میں اس میں نہیں پڑنا چاہتا ہوں۔ میرے لئے اس بجٹ میں کچھ چننا کے وشے ہیں، جنہیں میں منتری جی کے سامنے رکھنا چاہتا ہوں۔ 2006 اور 2008 میں ریلوے کے پاس 11500 کروڑ روپے کا سرپلس تھا، جو آج 2014 میں 600 کروڑ روپے رہ گیا ہے، پھر بھی بڑے بڑے وعدے کئے گئے۔ میں سمجھ نہیں پارہا ہوں کہ ہوگا کیا؟ یہ سب کو پتہ ہے کہ ایک ٹرین جب چلتی ہے، تو اس پر پانچ کروڑ روپے کا خرچ آتا ہے اور اس کا روینیو 2.5 - 2.2 کروڑ روپے ہوتا ہے۔ جب یہ شکل پیدا ہوتی ہے، تو روینیو کہاں سے آتا ہے؟ وہ آتا ہے مال گاڑی سے۔ جب ایک مال گاڑی چلتی ہے، تو پانچ کروڑ روپے کا انویسٹمنٹ ہوتا ہے اور دس بارہ کروڑ کی اس کی انکم ہوتی ہے۔ کوشش ہونی چاہئے تھی کہ اس پر کوئی تھیسس یا پروجیکشنس ہوتے۔ مجھے ایسا نہیں لگا کہ ایسی کوئی بات کی گئی ہے۔ 686 پروجیکشنس، جو آج پینڈنگ ہیں، ان میں سے لگ بھگ 350 کمپلشن کے قریب ہیں یا ختم ہونے والے ہیں، لیکن لگ بھگ تین سو پروجیکشنس ابھی باقی ہیں۔ ان کو پورا کرنے کے لئے پچاس ہزار کروڑ روپے ہر سال دس سال تک ریلوے کو چاہئے۔ یہ کہاں سے آئے گا؟ اس پر خاموشی ہے، بلکل خاموشی ہے۔ آج یہ کہا جا رہا ہے کہ

†Transliteration in Urdu script.

ہم پیسے لائیں گے اور بلیٹ ٹرین چلائیں گے۔ میں یہ سمجھ نہیں پایا۔ میں خوش ہوتا، اگر اس بجٹ میں کہا جاتا کہ ٹرین کو بالکل صحیح وقت پر چلایا جائے گا، جو ٹرینیں چل رہی ہیں، ان کی حفاظت کی جائے گی۔ پٹریوں کا حال یہ ہے کہ کتنی رپورٹس اچکی ہیں، جو ریلوے میں موجود ہیں، میں نے کئی سال پہلے پڑھا تھا کہ ریل کی جو ٹریکس ہیں، وہ مخدوش ہیں، خطرناک ہیں، بہت فاسٹ ٹرینس چلانے کے لئے خطرناک ہیں۔ آپ جانوں کے ساتھ کھلواڑ کرنا چاہتے ہیں۔ مجھے اچھا لگا تھا، جس وقت ریلوے کے منتری نے یہ کہا تھا کہ ہم کچھ پیسے بڑھائیں گے۔ ضروری تھا، یہ سب کو معلوم ہے، ادھر والوں کو بھی اور ادھر والوں کو بھی، کہ ریل بری حالت میں ہے، اس میں پیسے بڑھنے چاہئے تھے۔ دکھ ہوا جس دن ریلوے نے اپنے پیسے واپس لے لئے۔ سمجھ میں آگیا کہ ان کی نیت بھی ریل کو صحیح کرنے کی نہیں ہے، پاپولر بجٹ لانے کی ہے۔ یہ غلط طریقہ ہے۔ ریل کا کنسیپٹ، جس نے غریبوں کو ایک جگہ سے دوسری جگہ جوڑا تھا، آپ کو کہنا چاہئے تھا کہ ہر فاسٹ ٹرین میں کم سے کم چار ڈبے ان غریبوں کے لئے ہونگے۔ وہ غریب ایک جگہ سے دوسری جگہ جانے کے لئے، اپنے پیٹ کی آگ کو بجھانے کے لئے، روزی کے لئے سفر کرتے ہیں۔ آپ ان کے ڈبوں میں تو جا کر دیکھئے۔ جانور بھی ایسے نہیں جاتا، جیسے انسان جاتا ہے۔ آپ کہتے ہیں کہ وائی فائی لگادیں گے۔ کس کے لئے؟ وہ تو ہوائی جہاز سے بھی چل سکتے ہیں، وہ ایسی فرسٹ کلاس میں بھی چلتے ہیں۔ ساری مراعات، سارے بینیفٹس آپ ان کو دینے کے لئے تیار ہیں۔ اسی فیصد لوگ جو مجبوری میں سفر کرتے ہیں، جو بغیر ریزرویشن کے سفر کرتے ہیں، آپ کو ان کے لئے کچھ لانا چاہئے تھا۔ میں منتری جی سے کہنا چاہتا ہوں کہ اب یہ سب تماشہ چھوڑ دیجئے، ایسا مت کرنے، ان کے لئے کرنے، جنہوں نے آپ کو ووٹ دیا ہے، جو غریب لوگ ہیں۔

[ش्री موہممد اددیب]

جو جٹاکر یہاں تک لاتے ہیں، وہ کوٹھی والے لوگ نہیں ہوتے، وہ تے ہیں۔ لیکن ان کے لئے آپ کے اس بجٹ میں کیا ہے، مجھے نہیں

کہ ہم پی پی پی لائیں گے اور اس کے اوپر پیسے جنریٹ کریں گے۔ وگ لائے جائیں گے؟ یہ وہی مہاجن لوگ ہوں گے، جنہوں نے آپ کو اب ریلوے اور دوسری چیزوں میں پیسہ لگا کر، خود کے ساتھ آپ بں گے۔ آپ کن لوگوں کے لئے کہہ رہے ہیں؟ آپ کہہ رہے ہیں کہ ہم نے تھرو پیسہ جمع کریں گے۔ آپ ایسے لوگوں کا بت کیوں نہیں ہوں نے آپ کو، ان کو یا ہم کو اپنی دولت کا سہارا لیکر پارلیمنٹ ، طرح آپ ان کو انویسٹمنٹ کرنے کے لئے موقع دے رہے ہیں۔ آپ ہم ان کے لئے خواب بنادیں، ایک دنیا بنادیں۔۔۔ (وقت کی گھنٹی)۔۔۔]

MR. DEPUTY CHAIRMAN: Please conclude.

†[جناب محمد ادیب : ٹرین کی ٹائمنگس کا حال یہ ہے، منسٹر صاحب، جب ہم چھوٹے

شہروں میں جاتے ہیں تو سب سے پہلے دس بار فون کر کے پوچھتے ہیں کہ معلوم

کرو، ٹرین کتنی دیر میں آرہی ہے۔۔۔ (وقت کی گھنٹی)۔۔۔]

MR. DEPUTY CHAIRMAN: Please conclude.

†[شری محمد ادیب : وہاں پر مشکل یہ ہے کہ تیلی فون بھی کوئی نہیں اٹھاتا۔ آپ

اسٹیشن پہنچ جائیے، ٹرین ایک گھنٹہ لیٹ آئیگی یا دو گھنٹہ لیٹ آئے گی، یہ کوئی

نہیں جانتا۔ اگر اس کے ٹائمنگس کو آپ صحیح کر دیں، تو حقیقت میں یہ عوام کا بجٹ ہوگا۔

شری آپ سبھاپتی : آپ کا ٹائم ختم ہو گیا، آپ بیٹھ جائیے۔

شری محمد ادیب : ان الفاظ کے ساتھ، میں آپ کو مبارکباد دیتا ہوں۔ ساتھ ہی یہ بھی

کہنا چاہتا ہوں کہ یہ ہوائی باتیں، یہ بلیٹ ٹرین، یہ فاسٹ ٹرین چھوڑ کر اگر آپ

غریبوں کے لئے کچھ کرنے گا تو یقینی طور پر ہم کہیں گے کہ یہ ایک اچھا بجٹ

آیا ہے۔ بہت بہت شکر ہے۔

MR. DEPUTY CHAIRMAN: Dr. E.M. Sudarsana Natchiappan, you speak for eight minutes and then come back to the Chair.

DR. E.M. SUDARSANA NATCHIAPPAN (Tamil Nadu): Sir, originally, the Indian Railways was a symbol of exploitation. It was used to carry natural resources for the

†Transliteration in Urdu script.

British factories. It used to protect the colonial interests by brining the armed forces to remote places in India.

But Mahatma Gandhi made it a symbol of freedom, a symbol of national integration. He did so by travelling in train. The whole India started to look at him and the Railways. After becoming an independent country, we felt that it had some instruments of integration just like linking of rivers, waterways, airways and currency. But the most important is the Indian Railways. The Indian Railways give the impression that India is united. It has unity in its operations. But original thinkers like Pandit Jawaharlal Nehru thought that the Indian Railways was another way of having deeper friendly ties with the Non-Aligned Countries. Whenever African and Non-Aligned Countries needed the help of the Railways, India helped them in laying railway line and manufacturing bogies and wagons. We used to give them training to lay new railway lines throughout the Non-Aligned Countries. The same market is available now. We have the capacity to manufacture modern bogies and modern locomotives whether they run on electricity or diesel. We can do more research on that subject and earn more money from the market.

You know very well that Arabian countries like Indian locomotives and bogies. We helped Tamil people in Sri Lanka in relaying the railway lines from Talaimannar to Jaffna area and Colombo to other places. We gave bogies, locomotives and other things to them. Similarly, we helped Nepal and other neighbouring countries. A huge market is available for Indian products. I thought that when hon. Railway Minister would make his speech, he would be focusing on constructive issues. But when I read it, I find at page 7 that a person is standing at the crossroads without knowing which way he has to take. At paragraph four, he says, "To meet this end, I propose the following initiatives: a) Near Plan Holiday approach." Why? We have got three more years for the Plan. We can have a clear plan as to how we can generate our income. We can go through it. Similarly, seven points were given there. Finally, it ended with point (h), which says, "encouraging development of Locomotives, Coaches and Wagon Leasing Market". Again, we are going in for leasing. There is no need for leasing. We can manufacture. We can export it. We can earn the money. Through that, we can develop indigenous things and meet our demands. That should be our approach because we are forerunners in everything in manufacturing. We are creating all-India manufacturing units. Wherever you go, whether it is the Avadi Integrated Coach Factory or the Chittaranjan Coach Factory, you will find that India is united by production and manufacturing of railway goods. So, we have got the technology. The IRCON, Indian Railway Construction Company, which has its programmes throughout world, is making a lot of profits. Why is it not shown? We have to come out with a new proposition that we have got the knowledge and the research units. Every railway has a research unit wherever possible. Therefore, we have to go in for that.

[Dr. E.M. Sudarsana Natchiappan]

I am not against FDI or PPP mode. But, it should not take away the national role which is already there.

Sir, because of scarcity of time, I would just concentrate on the local issues of Tamil Nadu. I feel that the State of the hon. Minister has already released the Cauvery waters because flood is coming. Otherwise, they would stop that. In respect of Railways, at least, we thought that you would care about us. But, you have totally neglected us. I will show how it is so. I am only taking one or two examples. If you see the summary of works machinery and rolling stock programme of the Railways in the pink book, in respect of Tamil Nadu and the Southern Railway, you will find that in 2013-14, 175 projects were approved. Sir, we can say that Tamil Nadu was benefited for the past ten years, during the UPA Government under Dr. Manmohan Singh having all the metre-gauge converted into the broad-gauge. When I spoke in the Lok Sabha as a Member in the Opposition benches and Shri Atal Bihari Vajpayee was Prime Minister and Shri Nitish Kumar was Railway Minister, I told them that they were neglecting Tamil Nadu. I told them that Ram, through whose name they had come to power, had come in my dream. Ram said, "BJP has come to power and it has forgotten me. I had been in Rameshwaram." So, why don't you at least convert the metre-gauge into broad-gauge? Then, finally, Mamataji, as Railway Minister, allotted that. But, Shri Nitish Kumar and other subsequent Ministers never allotted the things properly. Only the UPA Government could allot for Tiruchirappalli-Rameshwaram and Madurai-Rameshwaram. The native place of Dr. Abdul Kalam, who was President at that time, was connected only during the UPA period. Now, Sir, I am requesting you. A total of 175 projects were approved during the ten-year period. In respect of 44, work is already in progress. Sixty-nine projects are more than five years old but they are not yet completed. Eight projects were already completed. In respect of 16 projects, cost sharing works were completed and commissioned including the Kashmir project. Sixteen projects were already commissioned. There are 42 projects for deposit, doubling, gauge conversion and new lines. Let us see how you are allotting the money. Sir, here, I would take only examples because I have to follow the ruling of the Chair. I would just take my own constituency so that I can be very clear on that issue. After a long fight between the Planning Commission and us, we got the approval for doubling of the Villupuram-Madurai line so that doubling with electrification is done. But, what have you allotted here? Take, for example, Trichy to Manamadurai. Here already ₹ 433 crores were allotted. During the UPA period, ₹ 390 crores were allotted. But here you have allotted only ₹1 crore. It is not even one per cent of the remaining amount. How can you do it? How can you complete the project? This is how Tamil Nadu is being neglected. You can go through the Budget papers. Since the Chair has rung the bell I will abide by it. I am requesting the Minister to

go through this particular page and increase the amount; and see to it that the projects are completed. Thank you very much.

SHRI CHUNIBHAI KANJIBHAI GOHEL (Gujarat): Thank you very much. उपसभापति महोदय, मैं आपको धन्यवाद करता हूँ कि आपने मुझे इस सभा में बोलने का मौका दिया। जितने भी रेलवे मिनिस्टर्स थे, उन सबको मैं बधाई देता उनका अभिनन्दन करता हूँ और गौड़ा साहब को मैं स्पेशली ज्यादा बधाई देता हूँ। I congratulate him especially because उन्होंने हिन्दुस्तान को एक बात दिखाई है, उसमें मैं बहुत प्रभावित हुआ हूँ। हमारी जो रेल है, वह हमको कांग्रेस से विरासत में मिली है। आज तक हम विरासत में मिली हुई ये गाड़ियां बस चलाते गए, चलाते गए, चलाते गए, उनमें कोई सुधार नहीं किया, लेकिन हम यह नहीं समझते कि जो ट्रेन है, it is the backbone of our people and economics.

[उपसभाध्यक्ष (डा. ई.एम. सुदर्शन नाच्चीयप्पन) पीठासीन हुए]

श्री चुनीभाई कानजीभाई गोहेल : सर, हमको यह समझ कर चलना चाहिए था कि दो पटरी पर चलने वाली यह ट्रेन कभी साथ नहीं होती है, कभी इस तरफ होती है, तो कभी उस तरफ होती है। हमारे जितने भी पूर्व रेल मंत्री थे, उनको भी ऐसा लगता था कि भाड़ा बढ़ाया जाए। एक समय में ऐसा हुआ कि किसी ने भाड़ा बढ़ाया भी, लेकिन unfortunately फिर वापस लेना पड़ा और उनको मिनिस्ट्री से जाना पड़ा। I am not accusing any body. अगर हमें रेलवे को चलाना है, तो उसके लिए हमें पैसों की जरूरत पड़ती है। जब पैसा नहीं होगा, भाड़ा बढ़ाया नहीं जाएगा, तो रेलवे कैसे चलेगी? पूर्व में माल भाड़ा बढ़ाया गया, तो इससे यह हुआ कि हमसे माल छूट गया। माल छूटने से हमारा जो घाटा हुआ, वह घाटा हम सहन नहीं कर पाए। मैं एक बात कहता हूँ कि हमारे हिन्दुस्तान में सब जगह there are two types of transportation. One type is Railways; and second type is transportation. यहां सभी पॉलिटिकल पार्टिज़ के सदस्य बैठे हुए हैं, सब बड़े-बड़े लोग बैठे हैं, यू.पी. वाले हैं, बिहार वाले हैं, बंगाल वाले हैं। हमारा जो लोकल ट्रांपोर्टेशन होता है, जब हम उसमें हर साल दस परसेंट या बीस परसेंट भाड़ा बढ़ाते हैं, तो वहां हमको कोई एतराज नहीं होता है। वहां एतराज क्यों नहीं होता है? हम सोमनाथ से राजकोट जाते हैं, सोमनाथ से राजकोट की दूरी लगभग दो सौ किलोमीटर है, सोमनाथ से राजकोट के लिए रेलवे का किराया पचास रुपए है। If we go by the State Road Transport bus, we have to pay ₹ 175. It is four times more than the train fare. अगर मैं वाराणसी से लखनऊ की बात करूँ, यहां यू.पी. वाले भी बैठे हैं, बस से वाराणसी से लखनऊ जाने के लिए हमें 180 रुपए किराया देना पड़ेगा, लेकिन इससे चार गुना कम में हम ट्रेन से जाते हैं। हम ट्रेन का किराया कम क्यों देते हैं? अगर हमारे मिनिस्टर ने ट्रेन का भाड़ा 14.2 परसेंट बढ़ाया है, तो हम अपोज क्यों करते हैं? मुझे समझ में नहीं आता है कि हम क्यों अपोज करते हैं। अगर हमको ट्रेन चलानी है और हमारे बच्चों को इसमें जाने देना है, तो हमको सुविधा चाहिए, अच्छा पानी चाहिए। I was very much soft in the House. सब लोग बोल रहे थे, सब लोग बात कर रहे थे कि हमको यह

[श्री चुनीभाई कानजीभाई गोहेल]

सुविधा चाहिए, यह सुविधा चाहिए। मैं किसी को ब्लेम नहीं करता हूँ, लेकिन आज जो लोग उधर बैठे हैं, मैं खुद अपनी बात करता हूँ। मैं जब ट्रेन में जाता हूँ और वहां टंडा पानी नहीं मिलता है तो मैं चिल्लाता हूँ। आप लोग भी यही करते हैं। खाना अच्छा नहीं मिलता तो आप लोग भी चिल्लाते हैं। अगर हमको सुविधा चाहिए, अगर हमें ज्यादा सुविधा चाहिए, तो हमको रेलवे को आमदनी के पथ पर ले जाना पड़ेगा। अगर नहीं ले जाएंगे तो हम रेलवे को आगे नहीं बढ़ पाएंगे। अगर एक दिन भी रेलवे बंद हो गई, आप सोच लीजिए तो हमारी पूरी इकॉनोमी टप्प हो जाएगी। माननीय महोदय, मैं आपको कहता हूँ कि यहां बुलेट ट्रेन की बात हुई है। इसके लिए मैं आपने प्रतिपक्ष के नेता को ब्लेम नहीं करना चाहता हूँ। लेकिन वहां सामने जो लोग बैठे हैं, वे सही स्थिति का ब्यान नहीं कर रहे हैं। हमारे प्रतिपक्ष के नेता कहा कि 2013 में हमारे यू.पी.ए. के प्रधान मंत्री डा. मनमोहन सिंह जी के समय में अहमदाबाद-मुम्बई की फिजिबिलिटी रिपोर्ट हमने करवाई। उन्होंने यह भी कहा कि हम लोग एनाउंस करने वाले थे। लेकिन आप उस टाइम एनाउंस नहीं कर पाए। फिर हमने एनाउंस किया तो आपको तकलीफ हुई। ...**(व्यवधान)**... मैं आपको क्रॉस नहीं कर रहा हूँ लेकिन मैं एक बात पर चल रहा हूँ कि क्यों न हम अपने देश में बुलेट ट्रेन चलवाएं। जापान ने 1964 में बुलेट ट्रेन एनाउंस की, उसका नाम था Shinkansen, बाद में फ्रांस ने 1967 में चालू की। इसके बाद ब्रिटेन ने 1976 में चालू की। जर्मनी जो टूटा हुआ देश था, जो दो हिस्सों में बंट चुका था, 1977 में वहां बुलेट ट्रेन चालू हुई। हमसे दो साल पीछे इंडिपेंडेंट हुआ बहुत गरीब, बहुत लाचार देश चाइना ने हमसे पहले 2007 में एक हाई स्पीड ट्रेन एनाउंस की और बाद में 2011 में उन्होंने 352 किलोमीटर प्रति घंटा की एक बुलेट ट्रेन चालू की। क्यों हम नहीं कर सकते? यहां सभी सम्मानित वरिष्ठ लोग बैठे हैं, कांग्रेस के लोग हैं, हमारे सपा के वरिष्ठ लोग हैं, अन्य सारी पार्टियों के वरिष्ठ लोग हैं। क्या हम अपनी ताकत पूरे वर्ल्ड को नहीं दिखा सकते। लोग कहते हैं कि सपना नहीं देखना है। सपना क्यों नहीं देखना है? सपना देखा नरेन्द्र मोदी जी ने, और आज बैठ गए प्रधानमंत्री की कुर्सी पर। सपना देखेंगे तो काम कर सकेंगे। मैं पहले नौकरी करता था, फिर मैं बिजनेस में आया, आने के बाद मैंने सपना देखा कि मुझे मारुति कार लेनी है। मैं इसको दो साल के बाद ले पाया। सपना देखिए, सपना देखने की कोई मनाही नहीं है, लेकिन ...**(व्यवधान)**...

चौधरी मुनव्वर सलीम (उत्तर प्रदेश) : डा. मनमोहन सिंह जी तो बगैर सपने के बन गए थे प्राइम मिनिस्टर।

† چودھری منور سلیم: ڈاکٹر منموہن سنگھ جی تو بغیر سپنے کے بن گئے تھے پرائم منسٹر۔

श्री चुनीभाई कानजीभाई गोहेल : मनमोहन सिंह जी क्या थे, यह मुझे मालूम नहीं है, ये हमारे वरिष्ठ लोग हैं इसलिए मैं कुछ बोलना नहीं चाहता हूँ। लेकिन मैं यह बात कर रहा हूँ कि आज नरेन्द्र मोदी जी बुलेट ट्रेन लेकर आए हैं। आपने इसको अपोज किया, क्यों अपोज किया? पी.पी.पी. के हिसाब से आप ट्रेन लेकर आए हैं, तो ट्रेन हमको नहीं चलानी है। आप एफ.डी.आई.

†Transliteration in Urdu Script.

लेकर आए, हमने मना नहीं किया। हमने एफ.डी.आई. को स्वीकृत कर दिया इस सदन में जब हम एफ.डी.आई. की बात कर रहे हैं, पी.पी.पी. की बात कर रहे हैं तो आप अपोज कर रहे हैं। तो क्या हमें इस देश को आगे नहीं बढ़ाना है? मैं आप सब से एक छोटी सी रिक्वैस्ट करना चाहता हूँ। मैं तो इस सदन में नया हूँ जबकि यहां तो 3-4 टेन्योर के माननीय सदस्य भी बैठे हैं। मैं उनसे पूछना चाहता हूँ कि क्या हमें दुनिया के साथ कदम मिलाकर नहीं चलना है? क्या हमें अपनी ताकत दुनिया को नहीं बतानी है? मैं आपसे एक बात कहना चाहूंगा और आप देखिएगा कि यह देश आगे बढ़ेगा और विश्व में नंबर एक बनेगा। उसमें आप सभी को सम्मान मिलेगा। ...**(व्यवधान)**... मैंने कभी किसी को उसके भाषण में क्रॉस नहीं किया है और अब जब मुझे रेल बजट पर बोलने का मौका मिला है, तो मुझे खुशी होगी अगर आप मुझे इत्मीनान से सुनें।

उपसभाध्यक्ष जी, यहां कई माननीय सदस्यों ने पूछा कि पैसा कहां से आएगा? महोदय, जब नरेन्द्र मोदी जी ने वर्ष 2001-2002 में गुजरात संभाला, उस समय हमारे गुजरात का 5000 करोड़ रुपए का बजट था और जब 12 साल बाद उन्होंने गुजरात छोड़ा, तब 1,25,000 करोड़ रुपए का बजट था। आप इस आदमी का विजन देखिए। इसी सदन में 10 दिन पहले सूखे की बात हुई थी और कहा गया था कि हम सूखे के लिए सब कुछ करेंगे। अभी बारिश हुई है, फिर भी देश में 65 परसेंट सूखा है।

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Shri Gohel, your time is over.

श्री चुनीभाई कानजीभाई गोहेल : सर, आप मुझे 5 मिनट ज्यादा दीजिए। Sir, I am a new comer and so this is my first speech in this hon. House. Please give me some more time. सर, मैं कहना चाहता हूँ कि नरेन्द्र मोदी जी एक विजन लेकर देश को आगे बढ़ाना चाहते हैं। मैं उनकी प्रशंसा ऐसे ही नहीं करता हूँ। वह आदमी इस देश को बहुत आगे तक ले जाएगा। अभी तो मात्र दो महीने हुए हैं। और मैं यह नहीं कहता कि यहां दो महीनों में सब कुछ हो गया है। उनके पास कोई जादुई चिराग नहीं है। आज जो परिस्थितियां हमारे सामने हैं, उनमें सुधार करने में कुछ समय लगेगा। मैं आपको एक छोटी सी बात कहना चाहता हूँ। अगर हम एक घर भी बनाते हैं और जब नए घर में प्रवेश करते हैं, तो प्रवेश करने के बाद एडजस्टमेंट में 8-10 दिन लग जाते हैं। इसलिए जब एक छोटे से नए घर में एडजस्ट करने में 8-10 दिन लग जाते हैं, तब यह तो देश चलाने की बात है। इस देश को सुधारने के लिए हमें कुछ वक्त चाहिए। आप एक साल बाद देखिए, मैं वायदा करता हूँ कि एक साल बाद यहां बैठे हुए सभी सदस्यों की छाती गर्व से फूल जाएगी।

महोदय, अब मैं ज्यादा समय न लेते हुए, गुजरात में रेल विस्तार की आवश्यकता के बारे में निवेदन करना चाहूंगा। रेल मंत्री जी ने कहा है कि हम चारों धाम की यात्रा को रेल से जोड़ रहे हैं। हमारे यहां Somnath is the biggest temple of India और इस सोमनाथ के मंदिर में पूरे हिन्दुस्तान से लोग दर्शन करने के लिए आते हैं, लेकिन वहां से हरिद्वार तक के लिए कोई ट्रेन नहीं है। हमारे यहां भावनगर से वहां के लिए कोई ट्रेन नहीं है, द्वारका के मंदिर से भी कोई ट्रेन नहीं है और जामनगर से भी कोई ट्रेन नहीं है। इसलिए मेरी गुजारिश है कि सोमनाथ से एक ट्रेन

[श्री चुनीभाई कानजीभाई गोहेल]

चले, उसमें भावनगर से 4-5 डिब्बे लगे, द्वारका से भी 4-5 डिब्बे लगे। महोदय, हमारे यहां सेंट्रल प्लेस राजकोट और सुरेन्द्र नगर है। वे सब जुड़ जाएं और सीधी ट्रेन सोमनाथ से हरिद्वार पहुंच जाए। इसी तरह हमारे यहां से सोमनाथ से एक ट्रेन सोमनाथ से हरिद्वार पहुंच जाए। इसी तरह हमारे यहां से सोमनाथ से एक ट्रेन जबलपुर एक्सप्रेस जाती है। वह जबलपुर से कभी भी टाइम पर अहमदाबाद नहीं पहुंचती है। मैं हमारे रेल मंत्री श्री गौड़ा जी से रिक्वेस्ट करता हूं कि हमारे यहां से जो सोमनाथ से जबलपुर ट्रेन जा रही है, वह हमेशा एक-डेढ़ घंटा चलती है। जब हम यहां से चले हैं, तो हम अपनी दूसरी ट्रेन, राजधानी ट्रेन नहीं पकड़ पाते हैं। जरा आप इसको भी देखिएगा।

महोदय, दो-चार बातें और मुझे कहनी हैं, जो आपके भी काम आएंगी। एक तो रेलवे के पास स्कैप बहुत पड़ा है, उसके बारे में कुछ कीजिए। दूसरा, रेलवे में काफी जमीन एन्क्रोचमेंट में है। जिनके पास यह एन्क्रोचमेंट की जमीन है, उनमें से जो गरीब लोगों के पास है, वहां से गरीबों को हटाया न जाए। मेरा कहना यह है कि उनके लिए कोई ऑल्टरनेटिव व्यवस्था करके उनको दूसरी जगहों पर एडजस्ट किया जाए और वह जमीन अपने काम में ली जाए। आपको इससे ज्यादा फायदा होगा। जो लेडीज कंपार्टमेंट्स हैं, उनमें सी.सी.टी.वी. कैमरे होने जरूरी हैं। वहां पर दो लेडीज कांस्टेबल्स, ए.एस.आई. विद वैपन्स रहें। इसके अलावा आपको जो हमारे गुजरात के कई प्रोजेक्ट्स मिले हैं, कई रिक्वेस्ट्स मिली हैं, उनके लिए मैं आपसे गुजारिश करता हूं कि प्लीज, आप उनको देखिए और उनके लिए कुछ कीजिए। जय हिंद। वंदे मातरम्।

SHRI JOY ABRAHAM (Kerala): I thank the hon. Vice-Chairman for giving me this opportunity.

Sir, this is NDA's maiden Budget and this is the maiden Budget of the new Railway Minister. I am sorry to say that we, the people of Kerala, are thoroughly disappointed with this Budget. My learned friends, Shri Balagopal and Shri M.P. Achuthan, have expressed their views and I fully support them. Sir, Kerala was given a rough deal in this Budget. I would say that Kerala is neglected. There is no new train, except a small train. No new surveys, except one small survey. No bullet trains, no suburban trains, no coach factory, no wagon factory and no peninsular zone.

Regarding the on-going projects, I would submit that we were allotted ₹ 57 crores less for doubling. It is too bad. There is only a ray of hope. The hon. Minister, while replying to the debate in the Lok Sabha, promised that a Joint Committee will be set up to look into the genuine grievances of the State of Kerala. I welcome the initiative taken by the hon. Minister.

Sir, before the Budget *i.e.*, on 25th June, 2014, (two weeks back) railway fares and freight charges were increased. This was done through backdoor. This is bad. But, there

is mention of a periodic revision of fares and freight charges in the Budget. And, there is also another clause. It says that the revision will be linked to the revision in the fuel prices. Fuel may be diesel or coal or electricity.

If diesel price is de-controlled, you know what will happen. The CAG has recently criticized the stand taken by the Government. The oil giants and oil monopolies, once diesel price is decontrolled, will call the shots. So, I request the hon. Minister to withdraw the proposal of periodic revision linked to fuel prices.

I welcome the initiative proposed in the Budget regarding catering. There is a proposal for food courts at stations and regional cuisine on-board. It is claimed that it will provide passengers option of ordering regional cuisine while on-board through E-mail, SMS and smart phones. What about the common man? I have twice spoken in this august House that coffee and tea should be served without sugar. The incidence of diabetes is increasing daily. There are lakhs of diabetes-affected people who travel in trains. So, it is the right of these poor people to have the option to have a cup of coffee or tea without sugar. I request the hon. Railways Minister to accede to this request. There is no revenue loss; you can save the cost of sugar. I request the hon. Railways Minister has to take this initiative and decide that coffee and tea without sugar shall be provided in the coaches for on board travellers.

There is one more thing. I welcome the proposal regarding security. 17,000 RPF personnel will be deployed in future and 4,000 woman constables will be deployed, it is all right. It is a fact that the incidence of robbery and looting is on the increase, especially in long distance trains. There was a particular incident in Train No. 12616, Mangala Express, starting from Cochin. It was on 10.7.2014, near Bina railway station, in Madhya Pradesh, that the passengers were looted. Several passengers lost their valuables. It was reported in the newspapers that the RPF personnel and the TTEs were quite indifferent to the complaints and pleas of the passengers at the time of the incident. This is too bad.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Kindly conclude, your time is over.

SHRI JOY ABRAHAM: The Railways have a duty to compensate these poor people, the victims of this looting and robbery. I think, there is no such provision in any of the rules or statutes concerning the Railways. So, I request the hon. Railways Minister to include the victims of such robbery and looting in long distance trains also eligible for compensation.

[Shri Joy Abraham]

Sir, now I speak for all the MPs. A few months back, the Railways have exhorted all the MPs to join it in the developmental programmes with MPLADS funds. I myself have given ₹ 17.5 lakhs for a foot over-bridge, FOB, at the Piravom railway station. They have taken the estimate and that estimate comes within the amount I have allotted. But, the Railways now insist that I should give an undertaking that I accept the liability to bear any increase in cost over the above estimated cost. That is, if the expenditure exceeds the actual execution, the increase in cost over the above estimated cost should be borne by me. The Railways have estimated. The estimate is approved. That is within the limit of my recommendation. Now, they insist that I should give an undertaking. Definitely, I would give an undertaking, or else I would lose the money.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Thank you. Please conclude.

SHRI JOY ABRAHAM: I request the hon. Minister to do something. The Railways should take the responsibility for any escalation above the estimated cost.

I have one more suggestion, the last suggestion. I welcome the proposal made for revamping the railway reservation. Recently, I have put a Question. The answer was given on 18th of this month. The Question was very simple: Whether the Ministry is aware of the situation when a group of passengers book their tickets online, often few passengers get their tickets confirmed while the rest remain waitlisted. If so, whether the passengers whose status remains waitlisted are permitted to board the train along with confirmed ticket holders or are allowed refund of their ticket fares. That was my question. And, I got an answer, which is like this: “Waitlisted passengers cannot board the reserved coach without the permission of on-board ticket checking staff”. It means, if the ticket checking staff allows, then, the waitlisted persons can also travel in the train.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Okay, thank you very much. I am calling the next speaker. ...(*Interruptions*)... About 17 Members have to speak. All of you have to cooperate.

SHRI JOY ABRAHAM: One minute, Sir. Then, it says, “Partially waitlisted passengers have the option of claiming refund as per procedure prescribed under the Railway Passengers (Cancellation of Ticket and Refund of Fare) Amendment Rules, 2013”. See, my point is, the on-board ticket checking staff should not be given the discretion to permit or not to permit the waitlisted passengers in the train. There should be some criteria for that.

Then, Sir, I have perused the regulations and rules, and found that the rules are not at all transparent. There is utter confusion.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Thank you very much. Now, Shri Hanumantha Rao.

SHRI JOY ABRAHAM: I welcome your steps to revamp the railway reservation system. But you should not only revamp the railway reservation system but also revamp the existing rules so that it may not be misused. That is all. Thank you very much, Sir.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Yes, Mr. Hanumantha Rao, you have to finish in five minutes. ...*(Interruptions)*...

SHRI V. HANUMANTHA RAO (Telangana): Sir, I have been waiting for a long time.

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Don't waste the time; you start your speech.

श्री वी. हनुमंत राव : उपसभाध्यक्ष महोदय, आपका बहुत-बहुत शुक्रिया। 8 घंटे के बाद मुझे बोलने का जो मौका मिला, उसके लिए मैं खुद को खुशकिस्मत समझता हूँ। सर, बी.जे.पी. ने इलेक्शन से पहले ऐसी हवा फैला दी थी कि 'मोदी आएंगे, अच्छे दिन आएंगे' अब एक नया स्लोगन शुरू हो गया है कि 'कड़वी दवा देंगे, बर्दाश्त करनी होगी।' अब इस कड़वी दवाई की हवा चल रही है। कड़वी दवा एक साल तक चलेगी। फिर डीज़ल के दाम बढ़ा देंगे, पेट्रोल के दाम बढ़ा देंगे, तो पांच साल के बाद इनको भी कड़वी दवा ही मिलेगी। मैं श्री डी.वी. सदानन्द गौड़ा जी से कहना चाहता हूँ कि जो रेलवे बजट उन्होंने पेश किया है, उसके संबंध में हमारे एल.ओ.पी. ने बहुत अच्छी बात कही कि उसमें इन्होंने पुरानी चीजों को नया नाम दे दिया है, फास्ट ट्रेन को बुलेट ट्रेन बना दिया है। उसके ऊपर 60,000 करोड़ खर्च होंगे। इसकी क्या जरूरत है? आप स्टेशंस को देखिए, रेलवे लाइनों को देखिए, पुरानी पटरियां हैं, कब एक्सीडेंट हो जाता है, पता नहीं चलता है। पहले आप उनको ठीक करो। इसी प्रकार जब भी गुड्स ट्रेन आती है, तब सारी ट्रेनों को रोक देते हैं, गुड्स ट्रेन आ रही है, रोक दो, चाहे एक घंटा हो या दो घंटे हो। गुड्स ट्रेन के लिए आप एक सेपरेट लाइन डालिए। अगर आप गुड्स ट्रेन के लिए सेपरेट लाइन डालेंगे तो उससे आपकी इनकम भी बढ़ जाएगी। आपने माल भाड़े में 6.5 फीसदी की जो बढ़ोतरी की है, उसकी जरूरत ही नहीं पड़ती। जैसे ही ट्रांसपोर्ट बढ़ेगा, रेलवे को फाइनेंस की मदद मिलेगी। आपने यात्री भाड़े में 14.2 फीसदी की बढ़ोतरी कर दी। हमने दस साल से, यू.पी.ए. सरकार के समय में ऐसा नहीं देखा। आपने आकर कहा कि रेलवे घाटे में चल रहा है। घाटे में है तो हमारे ऊपर ही घाटा है क्या? पब्लिक के ऊपर ही घाटा है क्या? आपने सबसे अधिक होशियारी क्या की? मुझे सदानन्द गौड़ा का आइडिया ही नहीं मालूम। आप पहले कर्णाटक के चीफ मिनिस्टर थे और मैं कर्णाटक का इंचार्ज था। वहां का इश्यू है या यहां कोई आइडिया नहीं है? पार्लियामेंट में बजट से पहले आपने किराए बढ़ा दिए ताकि लोगों को पता ही न लगे और वे लोग बोलें, क्या बजट है। आपने चार दिन पहले ही किराया बढ़ा दिया। ...*(व्यवधान)*...

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Mr. Hanumantha Rao, come to the subject, please.

श्री वी. हनुमंत राव : सर, अभी तो आपने मुझे मौका दिया और अभी से आप कह रहे हैं।

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): You have already spent two minutes.

श्री वी. हनुमंत राव : हमारा टेम्पो खत्म हो जाएगा, अगर मैं ट्रेन की तरह रुक गया तो रुक ही जाऊंगा और गाड़ी आगे नहीं बढ़ेगी। मेरे कहने का अर्थ यह है कि उससे अच्छा यह होता कि बुलेट ट्रेन सिर्फ नरेन्द्र मोदी की सरकार में लाए, यह कहकर हवा बनाने के बजाय आप नयी लाइनें डालिए। हमारे नाडिकुडि-बीबीनगर की एक ही लाइन है...। इसके ऊपर कितनी ट्रेन्स चलती हैं। ऐसा पहले से कहा जा रहा है कि वहां डबल लाइन करेंगे। हैदराबाद से बैंगलुरु तक डबल लाइन करने के लिए कह रहे हैं और महबूबनगर तक भी नहीं डाल रहे हैं। जब पी.वी. नरसिंह राव प्रधानमंत्री थे, उनके जमाने में पैद्दापल्ली से निजामबाग की रेल लाइन का काम आज तक भी नहीं हुआ है। यह सिर्फ 20 किलोमीटर की दूरी है और आप इसके लिए एक करोड़ रुपए सैंक्शन करते हैं। क्या आज एक करोड़ रुपए में कुछ काम होता है? आपने कहा है कि सिकन्दराबाद रेलवे स्टेशन इन्टरनेशनल स्तर का होगा। आज तक यह स्टेशन कोई इन्टरनेशनल स्टेशन नहीं बना है और न ही नेशनल स्टेशन बना है। आपने कहा है काचिगुड़ा स्टेशन का माडर्नाइजेशन हो, तो अभी तक काचिगुड़ा स्टेशन का माडर्नाइजेशन नहीं हुआ है। इसी तरह से नामपल्ली रेलवे स्टेशन का भी माडर्नाइजेशन नहीं हुआ है, एम.एम.टी.एस. से लोगों को हैदराबाद में काफी सुविधा मिलती है, हैदराबाद में काफी पब्लिक बढ़ गई है और सब लोग ट्रेनों से जाने के लिए तैयार हैं। आप उसका थोड़ा विस्तार करिए। यह अभी शमशाबाद तक है। इसको शमशाबाद से आगे बढ़ाइए साधनगर तक, ताकि आपको उसकी इनकम मिले। आपको स्टेट गवर्नमेंट ने बीस करोड़ रुपए दिए हैं, इससे कुछ नहीं होगा। यदि आप सौ करोड़ देते तो स्टेट गवर्नमेंट दो सौ करोड़ देती। इससे ट्रांसपोर्ट बढ़ेगा। लोग रोडज से जाने में डरते हैं, क्योंकि उसमें एक्सीडेंट्स होते हैं। ट्रेन में जाने पर सब लोगों को सहूलियतें मिलती हैं। गरीब लोगों को ट्रेन में जाने के लिए सब सहूलियतें मिलती हैं। रेलवे स्टेशन पर ठहरने का किसी के पास मौका ही नहीं मिलता है। आपने कहा है कि सिकन्दराबाद, इन्टरनेशनल स्टेशन बनेगा और वहां पर काफी भीड़ रहती है, वैसी ही भीड़ विजयवाड़ा में भी रहती है, तो वहां पर कोई काम ही नहीं होगा। हमारे समय में जो प्रोजेक्ट्स सैंक्शन हुए हैं, अभी तक उनमें कोई बढ़ोतरी नहीं हुई है, क्योंकि थोड़ा-थोड़ा एमाउंट देते हैं। अभी एक सदस्य ने कहा है कि दस करोड़ या पांच करोड़ दिए होते तो कुछ काम होता। अभी पैद्दापल्ली से आरमूर तक है, आरमूर से बीस किलोमीटर है। अगर आप बीस किलोमीटर के अंदर आप अगर 120 करोड़ देंगे, यदि सौ करोड़ भी दें, तो उसका काम पूरा हो जाता। उससे यह फायदा होता है कि निजामबाद से नान्देड़ जा सकते हैं और निजामबाद से फिर हैदराबाद आ सकते हैं। उसके लिए भी डबल लाइन करने के लिए कहा है। अभी तक वह भी डबल लाइन नहीं हुई है।

दूसरी बात यह है कि काजीपेट, यह ओल्डेस्ट इश्यू है। आपने वहां पर कोच फैक्ट्री लगाने

की बात कही, लेकिन अभी तक वहां पर न तो कोच बनाने का काम हुआ है और न ही कोई फैक्ट्री लगी है। हर भाषण में हर लीडर यही कहता है कि हम वहां पर कोच फैक्ट्री लगा रहे हैं। लेकिन वहां पर वे फैक्ट्री बनाते ही नहीं हैं और नया रिक डालने के लिए बोलते हैं, तो नया रिक नहीं डालते हैं। मेरे कहने का मतलब यह है कि यह सरकार आई है। आपको अच्छा बहुमत मिला है। कभी भी किसी को इतना बहुमत कभी नहीं मिला है। यह नरेन्द्र मोदी की हवा थी या बी.जे.पी. की हवा थी, पता नहीं, लेकिन मैं समझता हूँ कि बी.जे.पी. की हवा कोई नहीं बोलता, मोदी-मोदी बोलते हैं। कुछ दिनों के बाद बी.जे.पी. के नाम की जगह मोदी की पार्टी बन जाएगी।
...(व्यवधान)...

उपसभाध्यक्ष (डा. ई.एम. सुदर्शन नाच्चीयप्पन) : ओ.के. थैंक यू।

श्री वी. हनुमंत राव : यह उनका मामला है, मैं कुछ नहीं बोलूंगा। ...(व्यवधान)... टी.वी. पर हर जगह मोदी-मोदी बोले। ...(व्यवधान)... मोदी आएगा, अच्छे दिन आएंगे। ...(व्यवधान)... कड़वी दवा कितने दिन तक पिलाएंगे? ...(व्यवधान)... सदानन्द जी, आने वाले दिनों के प्रोजेक्ट के लिए मैं बोल रहा हूँ कि अब मौका अच्छा है। अब पी.पी.पी. की बात हो रही है। जो पब्लिक प्राइवेट पार्टनरशिप की बात है, साहब, यह काम मत करो। हम देख रहे हैं कि हमारे हरि भाई भी यहीं हैं और हमारे भाई ऑस्कर जी भी यहीं हैं, बेंगलुरु एयरपोर्ट किसी को दे दिया और हैदराबाद एयरपोर्ट किसी को दे दिया, तो हम इनको ऐसे चला नहीं सकते हैं। उसके ऊपर चार्ज भी बढ़ा दिए हैं। अगर रेलवे स्टेशन भी पी.पी.पी. के अंडर आएंगे तो गरीब आदमी रेलवे स्टेशन पर दिखाई नहीं देगा। कोई पूरी बेचने वाला नहीं दिखेगा, इडली बेचने वाला नहीं दिखेगा। अन्ना डी.एम.के. की मैडम ने अच्छी बात कही है कि एक रुपए में इडली, दस रुपए में खाना, सदानन्द जी इसको कहां तक कर पाएंगे, यह देखना पड़ेगा। ...(व्यवधान)...

उपसभाध्यक्ष (डा. ई.एम. सुदर्शन नाच्चीयप्पन) : ओ.के. थैंक यू।

श्री वी. हनुमंत राव : अम्मा बोली तो सुनना पड़ेगा। मेरे ख्याल से सदानन्द जी अम्मा की बात सुनेंगे। मेरी एक रिक्वेस्ट यह है कि जो यह क्लीनिंग आदि करने का काम है, ...(व्यवधान)... अगर आप साफ देंगे, तो ठीक है। रेलवे स्टेशन पर गरीब आदमी खा नहीं सकेगा। मैं आपको यह बात बता रहा हूँ। रेलवे स्टेशन पर क्या हालत होती है? वह गरीब आदमी ट्रेन में बैठे यात्रियों को खाना लाकर देता है। यदि फाइव स्टार वालों को काम दिया तो हमें खुद खाना जाकर लाना होगा। इस बीच में ट्रेन चली आती है। इधर लाते हैं, उधर बीच में ट्रेन चली जाती है। एक और बहुत मुश्किल बात यह है कि हम लोग रिजर्वेशन कराते हैं, हैदराबाद से आ रहे हैं, जैसे ही बलारशाह नजदीक आया, बाथरूम जाकर आते हैं, तो दूसरे लोग हमारी सीट पर आकर बैठ जाते हैं। यदि पूछते हैं, क्या है, कहां से आ रहे हो, तो कहते हैं कि काफी देर तक बैठ चुके हो, अब तुम खड़े रहो, मैं बैठ जाता हूँ। ...(व्यवधान)...

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Okay; thank you very much. ...(Interruptions) Mr. Avinash Rai Khanna.

श्री वी. हनुमंत राव : मेरी हैदराबाद और सिकंदराबाद के रेलवे स्टेशन को न्यू करने की ही रिक्वेस्ट है। सर, इन्होंने 29 प्रोजेक्ट्स बोले हैं। अभी 2 जुलाई से तेलंगाना और आन्ध्र प्रदेश अलग राज्य बन गए हैं। मैं समझता हूँ कि तेलंगाना बैकवर्ड स्टेट है, इसलिए तेलंगाना और आन्ध्र प्रदेश दोनों को न्याय मिलना चाहिए। आप 29 प्रोजेक्ट्स कब पूरे करेंगे और इनका बजट कितना है? आप एम.एम.टी.एस. को पूर्ण होने दीजिए। इन्होंने सिकंदराबाद इंटरनेशनल रेलवे स्टेशन के बारे में अवश्य बोला है, लेकिन उसका अभी तक कुछ हुआ नहीं है। मैं चाहता हूँ कि आप इस पर कुछ कहें। जब हम मंत्री जी, सदानन्द गौड़ा जी से कोई बात कहते हैं, तो वे हंसते रहते हैं, उनकी हंसी अच्छी बात है, उनकी हंसी के साथ ही हम हँसेंगे, लेकिन वे हँसेंगे और हम रोएंगे, तो ऐसे नहीं चलेगा। ...**(व्यवधान)**... अवाम भी हंसे, सरकार भी हंसे और लोगों का काम भी होना चाहिए। सबसे आखिर में ...**(व्यवधान)**... बड़े अच्छे बोले ...**(व्यवधान)**... इन्होंने कहा कि यह बड़ा तोहफा है। यह जो तोहफा आया है, अच्छा आया है या नहीं, यह आने वाले दिनों में पता चलेगा।

श्री अविनाश राय खन्ना (पंजाब) : बाकी बात मैं पूरी कर देता हूँ। मैं अपने काबिल मंत्री, उनके स्टाफ और उनके साथी मंत्री को बधाई देता हूँ कि इस बजट में कोई भी ऐसा वादा नहीं किया गया है जिसको सरकार पूरा न कर सकती हो। अभी हमारे योग्य मेम्बर, दीपक जी पूछ रहे थे कि उस-उस मंत्री के नाम से ये-ये प्रोजेक्ट जुड़े हैं, आपके नाम पर क्या प्रोजेक्ट जुड़ेगा? मैं उनके जवाब में कह सकता हूँ कि साल बाद, जब अगला बजट आएगा, उससे पहले ही सभी लोग यह कहेंगे जो सबसे बेस्ट बजट है, वह यहां पर एन.डी.ए. गवर्नमेंट ने पेश किया है। मैं इसके लिए उनको बधाई देता हूँ। मेरा एक दूसरा पर्सनल एक्सपीरिेंस भी रहा है। सर, मैं एम.एल.ए. रहा हूँ, लोक सभा में एम.पी. रहा हूँ और यह मेरी राज्य सभा में टर्म है। हम मंत्रियों को बहुत से पत्र लिखते थे, आज भी लिख रहे हैं, लेकिन मैंने जिंदगी में पहली बार यह एक्सपीरिेंस किया कि मैं मंत्री जी से मिलकर आया और तीसरे दिन एक एस.ई. का मुझे फोन आया कि हमें कहा गया है कि आप उस एम.पी. से बात करके, लोकल डी.सी. से बात करके रिपोर्ट भेजें। हमें शाम तक रिपोर्ट भेजनी है। चूंकि हमें यह रिपोर्ट भेजनी है और आप पंजाब में रहते हैं, इसलिए हमारी डी.सी. से बात करवाइए। मैंने जिंदगी में पहली बार इतना क्विक ऐक्शन होते हुए देखा है और मैं इसके लिए आपको साधुवाद देता हूँ।

श्री वी. हनुमंत राव : हम भी एम.पी. हैं, हमारे साथ भी ऐसा ही होना चाहिए, सिर्फ बी.जे.पी. वालों के लिए ऐसा नहीं होना चाहिए।

THE VICE-CHAIRMAN (DR. E.M. SUDARSANA NATCHIAPPAN): Okay. Okay. Time is over, please. ...**(Interruptions)**... Please. ...**(Interruptions)**... I am sorry, your time is over. Please sit down.

श्री अविनाश राय खन्ना : सर, मैं एक और दूसरी बात कहना चाहता हूँ। जैसे कि बात आई है कि रेलवे घाटे में है, तो यह सरकार का एक ऐसा प्रोजेक्ट है, ऐसा डिपार्टमेंट है, जिसको देश की लाइफलाइन कहा जाता है। लोगों की सेवा करना, उन्हें सुविधा और रोजगार देना रेलवे का काम है। इसके साथ-साथ मैं समझता हूँ कि यह भी रेलवे की प्रायोरिटी है कि रेलवे का सफर किसी दुखद घटना के बिना पूरा हो जाए। इसके लिए मैंने एक मीटिंग में सुझाव दिया था कि

जितनी भी घटनाएं होती हैं, उनकी सूचना के लिए रेलवे का एक टोल फ्री नंबर होना चाहिए, ताकि अगर कहीं पर कोई घटना होती है, तो कोई भी यात्री फोन करके, इन्फॉर्मेशन दे सके। ठीक है, इन्होंने टोल फ्री नंबर शुरू किया है, लेकिन इनको सजेशन देने का मेरा कान्सेप्ट यह था कि टोल फ्री नंबर का मतलब है कि इसकी मदद से हम इन घटनाओं को कम कर सकें। हम इनको खत्म तो नहीं कर सकते हैं, लेकिन कम कर सकते हैं। इसके माध्यम से हम मुलजिम्ओं को पकड़कर जेल के अंदर भी डाल सकते हैं। पर कैसे? सपोज अगर कोई घटना दिल्ली में होती है, तो आगे नरेला स्टेशन है या अन्य कोई दूसरा स्टेशन है और अगर दिल्ली से, उस टोल फ्री नंबर से फोन चला जाता है कि यह बात हो गई है, तो जो कंट्रोल रूम है, जहां पर यह नंबर है, वह उसकी सूचना सभी जगह पर फ्लैश करेगा कि इस गाड़ी में यह घटना हुई है, जिससे अगले स्टेशन पर कार्यवाही हो सकती है। लेकिन शायद अधिकारीगण या जिसने क्वैश्चन का जवाब तैयार किया, वे प्रोसीजर की बात में पड़ गए कि एफ.आई.आर. तो तभी दर्ज होगी, जब कंप्लेंट हो। जब एफ.आई.आर. दर्ज कराने की बात होगी, तब ऐसा सोचना चाहिए, लेकिन जब आपके पास इन्फॉर्मेशन आती है, उस समय उसके ऊपर एक्शन लेना चाहिए। अगर इमीडिएट एक्शन होगा, तो मैं दावे के साथ कह सकता हूँ कि रेलवे में जो घटनाएं हो रही हैं, वे बहुत कम हो जाएंगी। इसके बारे में भी हमें सोचना होगा।

सर, मेरा मानना है कि लोग जब सफर करते हैं, तो हमारी टिकट के ऊपर भी लिखा होता है कि 'valid with I/Card. ठीक है, लेकिन हमें क्या करना पड़ता है? मान लीजिए कि मुझे दिल्ली से वापस जाना है, तो मैं होशियारपुर में एक टिकट बुक करवाता हूँ, तो ओरिजनल टिकट तो वहीं है। कई बार हम नई ट्रेन में सफर करते हैं, तो टी.टी.ई. के लिए मुश्किल होती है। वह पूछता है कि सर, आप एम.पी. हैं., आप अपना आइडेंटिटी कार्ड दिखाइए। ठीक है, यह उसकी ड्यूटी है, लेकिन कई बार कई एम.पी. के या मुझे भी इरिटेशन होती है कि टी.टी.ई. ने हमसे टिकट भी कैसे मांगा और आई. कार्ड दिखाने के लिए भी कैसे कहा। सिन्हा साहब, इसके लिए मेरी आपसे रिक्वेस्ट है कि अगर ई-टिकटिंग का प्रोविजन एम.पी. के लिए भी करवा दें, तो अच्छा होगा। इससे एम.पी. के पास टिकट भी होगी और उसके पास आई. कार्ड भी होगा। न आपके टी.टी.ई. को मुश्किल होगी, न एम.पी. को मुश्किल होगी। आप यह काम भी कर सकते हैं।

सर, एक दूसरी बात यह है कि काफी दिनों से जम्मू-कश्मीर की एक डिमांड पेंडिंग है। जम्मू-कश्मीर में आपने कटरा के लिए ट्रेन शुरू की है, उससे वहां के लोगों का एक बहुत बड़ा सपना पूरा हुआ है। वहां प्रॉब्लम यह है कि जितनी जमीन इसके लिए एक्वायर हुई है, उन लोगों से जो वादे किए गए थे, वे पूरे नहीं हुए हैं। उनको लैंड की पूरी कंपेंसेशन नहीं मिली और जिनको जॉब का प्रॉमिस किया गया था, उनको जॉब नहीं मिली। मैं आपसे निवेदन करता हूँ कि कृपया जो भी कंपेंसेशन पॉलिसी थी, उसके तहत जिन लोगों को जॉब देनी थी, उनको जॉब दी जाए और जिनको कंपेंसेशन देनी थी, उनको वह कंपेंसेशन दी जाए।

मेरी एक और रिक्वेस्ट है कि जब लालू प्रसाद जी इस देश के रेल मंत्री हुआ करते थे, उस समय मैं लोक सभा में था। उन्होंने एक एनाउंसमेंट की थी। जैसे अभी रिलीजियस सर्किट के बारे

[श्री अविनाश राय खन्ना]

6.00 P.M.

में बात आई है और धार्मिक स्थानों को जोड़ना चाहिए, उस समय मैंने आनंदपुर साहब से अमृतसर को जोड़ने का एक प्रपोजल दिया था और बताया था कि सिर्फ 37 किलोमीटर रेलवे ट्रैक चाहिए, तो उन्होंने अपने बजट भाषण में उनको मान लिया था। लेकिन इसके बाद जो सब्सिक्वेंट मंत्री साहब आए, सरकार ने भी उस प्रोजेक्ट को यह कह कर झॉप करवा दिया कि अगर 50 परसेंट पैसा पंजाब सरकार दे, तब हम उस रेलवे प्रोजेक्ट को पूरा करेंगे। यह एक ऐसा प्रोजेक्ट है, जिसके साथ हिन्दुस्तान ही नहीं, दुनिया के लाखों लोगों की भावनाएं जुड़ी हुई हैं। जो अमृतसर आता है, उसका मन होता है कि मैं आनंदपुर साहब भी जाऊं, लेकिन रेलवे कनेक्टिविटी न होने के कारण कई बार वह वहां नहीं जा पाता। इसलिए मैं आपसे रिक्वेस्ट करूंगा कि इसके ऊपर विचार करके इस प्रोजेक्ट को भी जल्दी पूरा कराया जाए।

सर, मेरा एक सजेशन है कि जब मॅटेनेंस के लिए डी.एम.यू. या डिब्बे एक स्टेशन से दूसरे स्टेशन जाते हैं, तो वे खाली जाते हैं। ऊधमपुर से एक डी.एम.यू. चलता है, वह मॅटेनेंस के लिए जालंधर जाता है। जब वह मॅटेनेंस के लिए जाता है, तो खाली जाता है। मेरी आपसे रिक्वेस्ट है कि जब ऊधमपुर से डी.एम.यू. रिपेयर के लिए वहां जाए और जालंधर से वापस आए, तो उसको आप गाड़ी के रूप में यूज करिए, न कि खाली रेलवे ट्रैक पर दौड़ाइए। इससे आपका रेवेन्यू भी इकट्ठा होगा और आप पेट्रोल, डीजल वगैरह पर जो चार्जस वेस्ट करते हैं, वे भी नहीं हो पाएंगे।

मेरे पास चैम्बर ऑफ कॉमर्स एंड इंडस्ट्रीज, ऊधमपुर की एक डिमांड है। जो ट्रेन जम्मू से चलती है, उसमें रिजर्वेशन करवाने के लिए उनको जम्मू आकर ही रिजर्वेशन करानी पड़ती है। ऊधमपुर से पहले तीन घंटे का सफर करके वे जम्मू आएंगे, तब अपनी रिजर्वेशन कराएंगे। वहां टिकट मिलेगी या नहीं, यह उनको पता नहीं है। इसलिए उनका रिजर्वेशन ऊधमपुर में हो, क्योंकि वहां पर अपना एक स्टेशन भी है और सारी फॅसिलिटीज भी हैं।

सर, अभी बुलेट ट्रेन के बारे में बहुत कुछ कहा गया। मेरे साथी एम.पी.जी. ने यह कहा कि कम-से-कम हमने एक सपना तो लिया है, क्योंकि भारतीय रेल नहीं है, बल्कि यह अंतर्राष्ट्रीय रेल है।

यह रेल पाकिस्तान में भी जाती है, बंगला देश को भी जाती है। उस रेल का स्टैंडर्ड अंतर्राष्ट्रीय होना चाहिए। अगर वह बुलेट ट्रेन भारत में शुरू होती है, तो भारत का नाम अंतर्राष्ट्रीय लैवल पर होगा।

जब भी हमने सपने देखे हैं, तो उनको पूरा भी किया है। श्री अटल बिहारी वाजपेयी जी जब इस देश के प्रधानमंत्री थे, उस समय किसने यह सोचा था कि भारत भी परमाणु विस्फोट कर सकता है? सब इस बात से डरते थे कि अगर हमने परमाणु विस्फोट कर दिया तो हम पर रेस्ट्रिक्शंस लग जाएंगी और देश कमजोर हो जाएगा। वह काम हमने करके दिखाया था। उस समय भारत परमाणु विस्फोट करने वाले देशों की श्रेणी में छठे नम्बर पर आ गया था।

श्री अटल बिहारी वाजपेयी जी ने सपना देखा था कि कितने भी गांव हैं, इनको मेन रोडज के साथ जोड़ जाएगा। जब उन्होंने यह बात कही थी, तो सभी लोग कह रहे थे कि यह कैसे

होगा? अगर हमने वह सपना देखा तो उसको पूरा भी किया और आज प्राइम मिनिस्टर के नाम से कितने ही गांव मुख्य सड़कों के साथ जुड़ चुके हैं।

इसके बाद हमने फोर-लेन का सपना देखा, सिक्स-लेन का सपना देखा, उन सपनों को भी हमने पूरा किया, आज हमारी सरकार ने बुलेट ट्रेन का सपना देखा है कि इस देश में बुलेट ट्रेन शुरू होगी, तो उस सपने को भी हम जरूर पूरा करेंगे और अंतर्राष्ट्रीय स्तर पर अपना नाम कमाएंगे, इसकी मुझे पूरी आशा है। ज्यादा समय न लेते हुए, एक बार फिर मैं माननीय मंत्री जी और उनके साथियों को बधाई देता हूँ और निवेदन करता हूँ कि जो कुछ मांगें मैंने आपके सामने रखी हैं, आपके साथियों ने वे नोट भी की हैं। आप उनको अवश्य पूरा करेंगे, इसका मुझे पूरा विश्वास है। इन शब्दों के साथ मैं अपनी बात समाप्त करता हूँ। बहुत-बहुत धन्यवाद।

श्री रणवीर सिंह प्रजापति (हरियाणा) : धन्यवाद, उपसभाध्यक्ष महोदय, आपने मुझे इस महत्वपूर्ण विषय पर बोलने का मौका दिया।

महोदय, भारतीय रेल अपने आप में एक बहुत बड़ा और अनूठा संगठन है। इसकी महत्ता का पता इस बात से चलता है कि यह संगठन प्रतिदिन 12,617 रेलगाड़ियों के माध्यम से 23 मिलियन से भी ज्यादा यात्रियों को सेवा देने का कार्य करता है और 7,421 से अधिक मालगाड़ियों के माध्यम से प्रतिदिन लगभग 3 मिलियन टन माल ढोने की सुविधा प्रदान करता है।

सर, मैं हरियाणा से आता हूँ तथा पिछले चार वर्षों से इस सदन में सदस्य हूँ। पिछले चार वर्षों में यू.पी.ए. सरकार की तरफ से जो तीन रेल बजट पेश किए गए थे, उनमें हरियाणा का खासतौर पर कहीं कोई जिक्र नहीं आया। पिछले वर्ष यू.पी.ए. की सरकार द्वारा जो रेल बजट पेश किया गया, उसमें हरियाणा की जो बहुत पुरानी मांग थी, रोहतक-महम-हांसी रेलवे लाइन बनाने की, वह मांग मान ली गई, लेकिन अभी तक भी उसमें कोई कार्य शुरू नहीं हुआ है। मैं रेल मंत्री जी से कहना चाहूंगा कि यह कार्य जल्द से जल्द शुरू करवाया जाए। इसके माध्यम से खासतौर पर हिसार, सिरसा इत्याद जिले आसानी से राजधानी दिल्ली से जुड़ सकते हैं।

इसी तरह पिछले बजट में हिसार-अग्रोहा-फतेहाबाद को रेलवे लाइन से जोड़ने की बात शामिल थी। जब माननीय लालू प्रसाद यादव जी रेल मंत्री थे, तब उन्होंने अग्रोहा, जो अग्रवाल समुदाय का एक बहुत बड़ा तीर्थस्थल है, उसको रेल लाइन से जोड़ने के लिए एनाउंस किया था। लम्बे समय से यह मांग लगातार उठती चली आ रही है। फतेहाबाद जिला मुख्यालय है, लेकिन अभी तक भी इसमें कोई कार्य शुरू नहीं हुआ है।

मैं मंत्री महोदय, से निवेदन करूंगा कि जो एनाउंसमेंट्स पिछले बजट के अंदर की जा चुकी हैं, उनके काम को जल्द से जल्द शुरू करावाया जाए। मैंने पहले भी निवेदन किया कि रेल के मामले में हरियाणा को कभी भी ज्यादा तवज्जों नहीं दी गई, लेकिन जो काम पहले से मंजूर किए गए हैं, कम से कम उनको जल्द से जल्द शुरू करवाया जाए।

[उपसभाध्यक्ष (श्री तिरुची शिवा) पीठासीन हुए]

मैं इस बात के लिए भी माननीय रेल मंत्री महोदय, का धन्यवाद करूंगा कि अपने हिसार-

[श्री रणवीर सिंह प्रजापति]

नरवाना रेलवे लाइन का सर्वे करवाने का आश्वासन दिया है। मैं आपसे निवेदन करूंगा कि इसका सर्वे करवाकर यह रेलवे लाइन जल्द से जल्द बनवाई जाए, क्योंकि उकलाना और नरवाना के बीच रेलवे लाइन बनने से खास तौर पर हिसार, जो जिला मुख्यालय है और जहां तीन-तीन यूनिवर्सिटीज भी हैं, वह सीधा हमारी राजधानी चंडीगढ़ से जुड़ जाता है। इससे वहां के स्टूडेंट्स और दूसरे लोगों को राजधानी चंडीगढ़ जाने के लिए बहुत सुविधा मिलेगी। इसके साथ-साथ मैं माननीय मंत्री महोदय को धन्यवाद करूंगा कि उन्होंने जींद-हिसार के सर्वे के बारे में भी इस बजट में कहा है। मैं कहना चाहूंगा कि इसमें आप जींद और कुरुक्षेत्र का भी सर्वे करवाने का काम शामिल करें, क्योंकि कुरुक्षेत्र एक तीर्थस्थल है। इससे लोगों को रेलवे का लाभ मिल सकेगा और जो श्रद्धालु वहां जाते हैं, उनको भी इसका फायदा मिल सकेगा। इसके साथ ही कुरुक्षेत्र और हरिद्वार दोनों ही बहुत बड़े तीर्थस्थल हैं। मैं चाहूंगा कि उन्हें भी सर्वे के अन्दर शामिल किया जाए, ताकि वहां जाने वाले लाखों की संख्या में जो श्रद्धालु हैं, उनको इसकी सुविधा मिल सके।

मैं मंत्री महोदय से निवेदन करना चाहूंगा कि सिरसा से ऐलनाबाद रेलवे लाइन भी बनायी जानी चाहिए। इससे पाकिस्तान से सटा जो राजस्थान बॉर्डर है, वहां पर अगर हमें मिलिट्री या युद्ध सामग्री ले जानी पड़े, तो उसके लिए सुविधा हो जाएगी। अगर अम्बाला कैंट से राजस्थान बॉर्डर पर कोई मिलिट्री या मिलिट्री का समान यदि ले जाना पड़े, तो अभी दिल्ली होकर जाना पड़ता है। केवल इस लाइन के बनने से ही अम्बाला-सिरसा-ऐलनाबाद सीधे राजस्थान बॉर्डर से जुड़ सकता है।

मैं माननीय मंत्री जी से निवेदन करूंगा कि हिसार के अन्दर खेदड़ गांव में एक थर्मल प्लांट है। वह चंडीगढ़ हाईवे पर है। वहां जो रेलवे लाइन है, उस पर जब रेल जाती है, तो कई बार दो-दो रेलगाड़ियां क्रॉस करती हैं। जब एक क्रॉस हो जाती है तो फिर दूसरी आ जाती है। ...**(समय की घंटी)**... इससे वहां पर किलोमीटर लम्बी लाइन लग जाती है। इसलिए वहां एक ओवरब्रिज बनाया जाए।

इसी तरह से हिसार-सादलपुर रेलवे लाइन पर पटेल नगर के पास अंडरपास बनाने की बहुत पुरानी मांग हिसार के शहरवासियों की है। हिसार नगर निगम है, लेकिन वहां क्रॉसिंग न होने की वजह से सेक्टर 16, सेक्टर 17, सेक्टर 13, हरिदास कॉलोनी वगैरह के निवासियों को वहां अंडरपास के बगैर बड़ी भारी दिक्कत होती है। यह पास भी हो गया था, लेकिन पता नहीं किस वजह से यह रुका हुआ है। मैं चाहूंगा कि लोगों की सुविधा के लिए उसे बनना चाहिए। इस लाइन पर आगे देवा गांव है। वहां बिल्कुल गांव के साथ-साथ रेलवे लाइन जाती है। मैंने पिछले साल और उससे पहले भी इस बात को उठाया था कि वहां किसानों को अपने खेतों के अन्दर जाने में बड़ी भारी दिक्कत होती है। वहां पर अंडरपास या फाटक बनाया जाए, ताकि किसानों को किसी तरह की दिक्कत या परेशानी न हो। ...**(समय की घंटी)**...

सर, इसके साथ ही मैं मंत्री महोदय से निवेदन करूंगा कि हरियाणा के अन्दर शताब्दी ट्रेन दिल्ली वाया भटिंडा चलायी जाए। दिल्ली से लुधियाना के लिए जो शताब्दी ट्रेन जींद हो कर जाती है, अभी रेलवे ने निर्णय लिया है, जहां तक मुझे पता चला है, कि 1 अगस्त के बाद वह

जींद में नहीं रुकेगी। जींद हमारा जिला मुख्यालय है, इसलिए वहां पर यह सुविधा जारी रहनी चाहिए। ऐसा न हो कि यह रेलगाड़ी वहां पर न रुके, क्योंकि इससे लोगों को काफी दिक्कत होगी। इसके साथ-साथ मैं मंत्री महोदय से एक बात और कहना चाहूंगा कि हमारी काफी पुरानी मांग है कि हिसार से अमृतसर के लिए एक इंटरसिटी ट्रेन वाया व्यास होकर चलायी जाए, क्योंकि व्यास के काफी श्रद्धालु बहुत ज्यादा संख्या में वहां से जाते हैं और लगातार डेलिगेशन के रूप में हमें वहां मिलते भी रहते हैं। तो एक इंटरसिटी ट्रेन हिसार से अमृतसर के लिए जरूर चलायी जाए।

इसी के साथ मैं आपका धन्यवाद करूंगा कि आपने रेल बजट पर मुझे बोलने का मौका दिया। धन्यवाद।

SHRI PANKAJ BORA (Assam): Sir, I thank you for allowing me to speak on the Railway Budget. Previous speakers have spoken many things about the Budget. I will not go into the details. Even our hon. LoP has also stated about the Budget not in detail but only a few points regarding the Budget as a whole.

This is the first Railway Budget of the NDA Government. We had very high hopes that this Government has come, अच्छे दिन आएंगे and we would get a good Budget. But it disappointed us even before the Budget. The passenger fares and freight rates have been raised. It is putting a lot of pressure on the commuters. I am sorry to state that instead of being a welfare-oriented budget, it is a business-oriented budget and it can be seen that it is pro-market, pro-business and pro-rich. This has nothing to do with the common people and common people are given a go-by totally by this Budget of the hon. Railway Minister. Sir, 100 per cent FDI shall have its grave consequences. You have to frame new rules, laws so that the common people are not harassed, common people are not troubled otherwise.

We are also for PPP, we are also for FDI but not cent per cent. There should be a balance and that balance is missing from this Budget. Coming to the high-speed train network and connectivity of smart cities and mega cities, Sir, through you, may I ask the Railway Minister, what about people belonging to small cities like ours, and, people belonging to the far flung areas of the North East where there are no long distance trains for them? I do not wish to speak much about bullet trains and all that. It sounds well but everybody has stated that with the cost escalation and everything, the bullet trains is actually a pipe dream. I am sorry; I wish I am wrong. It is a pipe dream, and, when you say that, 'सपने में अगर पुलाव खाना है, तो उसमें ज्यादा घी डालो' if you are doing that, in that case, I have nothing to say. But, otherwise, it is a pipe dream only, and, I am sorry to say that it is a pipe dream.

[Shri Pankaj Bora]

It is not a people-friendly Budget. It is only a Budget of the rich people. Coming to the north-east, some projects have been given to north-east. Out of 58 new trains, only six trains have been given to the north-east, and, that too, is re-packaged. One train going from Kamakhya to Bengaluru is already in existence but it has been given a new name, premium train, as if a new train has been introduced, which is not a fact. No new train has been introduced on that route.

There is no long-distance train. Only a few projects have been given and the Railway Minister and the Government want to take the credit for that. Now, I come to the point what Assam and the north-east did not get. Hon. Minister, will you kindly note that there was a declaration of a North East Rail Development Fund by hon. Mamata Banerjee in her Budget but there is no mention of this in your Budget? There are eleven railway projects termed as national projects but no new project has been included. There is no introduction of long distance trains. We have been asking for trains like *Duronto* and other speedy trains but we have not got one till date. Sir, issues like the journey time and other facilities for the passengers have not been looked into. The suburban services are totally neglected in Assam and the north-east area and people are suffering because of that. I am mentioning bullet points so that the hon. Minister can note them down properly and give a thought to them.

Sir, you sanctioned ₹ 1,785 crores for ROBs, but not a single ROB has been sanctioned for Assam or north east. Even my town, Guwahati city, has so much traffic congestion because of lack of ROBs. I hope it will be included in the Railway Budget. There is no reference to doubling and electrification. There is no double line in Assam. We are shouting from rooftop since long for doubling, at least, New Bongaigaon *via* Rangiya to Guwahati, *via* Agthori to Kamakhya station. But, that has also not materialized. In fact, the other day, in reply to my question, the hon. Railway Minister stated that it is not possible because there is constraint of funds and because the Cabinet Committee on Economic Affairs has not given the sanction. This reply was given by the hon. Minister on 18th of July. I am sorry to say so is very unfortunate. Then, we are asking for a second rail bridge over the Brahmaputra near Saraighat Bridge in Guwahati. That has also been neglected, and the reply from you to one of my questions, again on 18th July, is that because there is another railway bridge on the Brahmaputra, hundreds of miles away, there is no need for a second bridge across Brahmaputra at Saraighat. I am sorry, Sir, to note it. You mean to say that there is no need. The first bridge was made about more than 50 years back, during the Chinese aggression time. And now, you are saying that there is no need for the second bridge. I am sorry, it should be given up from you mind.

Then, there is no wagon, coach, locomotive or any other manufacturing factory. Sir, there are many Rail Neer factories in many of the States. There is more than one factory in some of the States, but in Assam, there is not a single Rail Neer factory. I demand that there should be a Rail Neer factory.

Now, I am coming to the penultimate point. The track kilometre ratio to the area covered by the NF Railway is abysmally poor, Sir. The NF Railway covers eight States and the track kilometre, if you take the ratio, it is absolutely negligible. So, my request to you, hon. Railway Minister, is, please give a thought to increase the track kilometre so that the connectivity of the North-East comes around. Otherwise, the feeling goes to us that we are neglected, we are deprived, we are forlorn, we are forgotten, and that is why we have termed the Railway not as North East Frontier Railway but as North East Forgotten Railway or North East Forlorn Railway. For Heaven's sake, Mr. Minister, please give a thought about it because North-East is a very sensitive area, covered by international borders on all sides and connected with my motherland only by a corridor of 56 kilometres by the Siliguri belt. So, it is really a problem for all of us. For security reason and even otherwise also, we need better connectivity.

Then, we talk about the Look East Policy. Mr. Minister, how are you going to look east unless you look at the easternmost State, which has been given a railway line right up to Lekhapani by the British long back? I will not be surprised if you have not come across the name 'Lekhapani'. Perhaps it is the last station. So, now after so many years of independence, we think that a new thought to it should be given. I hope all these points will be taken care of and a befitting sort of response will be given to all our people. Thank you so much.

श्रीमती बिमला कश्यप सूद (हिमाचल प्रदेश) : धन्यवाद उपसभाध्यक्ष महोदय। मैं इस रेल बजट के समर्थन में खड़ी हुई हूँ। मैं सबसे पहले प्रधान मंत्री नरेन्द्र मोदी जी और रेल मंत्री जी का धन्यवाद करती हूँ जिन्होंने रेल के साथ-साथ देश को विकास की राह पर ले जाने के बारे में सोचा। भारतीय रेल इस राष्ट्र की जीवनरेखा है। भारतीय रेल विश्व की दूसरी सबसे बड़ी रेल व्यवस्था है जो लगभग ढाई करोड़ यात्रियों को प्रतिदिन उनके गन्तव्य स्थानों तक ले जाती है। परन्तु जिस कुव्यवस्था की शिकार भारतीय रेल रही है, उसका पता रेलवे स्टेशनों पर फैली गंदगी और रेल में भी गंदगी फैली होने से चलता है। परन्तु इसके मूल में भ्रष्टाचार, फिजूलखर्ची और साधनों का दुरुपयोग है मैं अपनी सरकार की जितनी भी प्रशंसा करूँ, कम है। गद्दी संभाले अभी तो 45 दिन ही हुए हैं। अभी से रेल के माध्यम से देश ने विकास की राह पर चलना शुरू कर दिया है। जब देशहित के लिए कुछ करना हो तो कड़े फैसले लेने पड़ते हैं। अगर रेल में साफ-सफाई हो, सुरक्षा की व्यवस्था हो, शौचालय साफ-सुथरे हों, स्टेशनों पर गंदगी न हो और पीने का स्वच्छ पानी मिले तो बढ़ा हुआ किराया देना किसी को बुरा नहीं लगता। आज तक वोटों की

[श्रीमती बिमला कश्यप सूद]

राजनीति के चलते रेल किराए नहीं बढ़ाए गए। रेल को जिस कगार पर पहुंचा दिया गया, उससे 30 हजार करोड़ रुपए का घाटा है। 25 जून को किराए बढ़ाए गए। अगर किराया नहीं बढ़ेगा तो नई रेल लाइनें बिछाने के लिए पैसा कहां से आएगा? रेल के डिब्बों की कमी कैसे पूरी होगी? हमारे देश में कई मानव-रहित रेलवे क्रॉसिंग हैं। वहां बहुत हादसे होते हैं, परंतु स्टाफ की कमी के चलने तैनाती नहीं हो पाती है।

मैं मोदी सरकार को पुनः बधाई देना चाहूंगी जिन्होंने बुलेट ट्रेन चलाने की बात सोची है। महोदय, जब भारतीय जनता पार्टी के नेतृत्व में 1998 में सरकार बनी थी तो प्रधान मंत्री श्री अटल बिहारी वाजपेयी जी ने 10 हजार करोड़ रुपए से दिल्ली में मेट्रो ट्रेन चलाने की शुरुआत की थी। आज 60 हजार करोड़ रुपए से बुलेट ट्रेन चलाने की बात है। आज के 60 हजार करोड़ रुपए और उस समय के 10 हजार करोड़ रुपए बराबर ही बैठते हैं। आज दिल्ली में मेट्रो का जाल बिछ गया है। ऐसे ही भारत में जब अहमदाबाद से मुंबई और बनारस से दिल्ली बुलेट ट्रेन चलेगी, तो वह पूरे भारत में भी चलनी आरंभ हो जाएगी और उसके साथ ही रेलवे में सार्वजनिक भागीदारी मॉडल का भी प्रवेश हो जाएगा।

महोदय, ट्रेन में यात्रियों को मिलने वाला खाना अच्छी क्वालिटी का हो, पेंद्री कार में सफाई का विशेष ध्यान रखा जाए, पीने का स्वच्छ पानी मिले और इस सब के बदले थोड़ा अधिक पैसा देते हए किसी को बुरा नहीं लगेगा। महोदय, नेशनल डेयरी बोर्ड और 'अमूल' के साथ मिलकर ट्रेन के विशेष दूध के टैंकर चलाने की योजना है। साथ ही नमक, फल और सब्जियों के लिए भी विशेष ट्रेनें चलेंगी तो महंगाई पर भी लगाम लगेगी। स्टेशनों की साफ-सफाई का जिम्मा विशेष एजेंसियों को दिया जाएगा, स्टेशनों पर सी.सी.टी.वी. कैमरे लगेंगे। उनके जरिए स्टेशनों पर निगरानी अच्छी तरह से रखी जाएगी। इस बजट में चारों धामों की यात्रा को भी रेल से जोड़ा जाएगा, इससे रेलवे की आमदनी भी बढ़ेगी और टूरिज्म को भी बढ़ावा मिलेगा। इसी तरह सभी धर्मों के तीर्थ-स्थानों पर ट्रेनें चलाने की योजना है। पहले 10 बड़े शहरों में रेलवे स्टेशन एयरपोर्ट जैसे बनेंगे।

महोदय, मंत्री जी ने रेल विश्वविद्यालय बनाने की भी घोषणा की है। यह बहुत ही स्वागत योग्य कदम है। आज सच्चाई यही है कि भारत के पास उन्नत रेल तकनीकी शोध संस्थान का अभाव है। रेलवे बोर्ड को भंग करके दो भागों में बांटकर परियोजना प्रबंधन और निगरानी समूह बनाए जाएंगे। महोदय, आज लंबे समय से न तो किराए बढ़ाए गए हैं और न ही यात्रियों को नई सुविधा दी गई है। भारतीय रेल दुनिया में सब से अधिक यात्री ढोती है, परंतु यह भी सच है कि हमारे यहां रेल किराया दुनिया में सब से कम है। पिछले 10 वर्षों में 99 नई रेल लाइंस बिछाने की घोषणाएं योजनाओं में की गईं, लेकिन महज एक योजना को पूरा किया जा सका है। इसी तरह 4 योजनाएं ऐसी हैं जिन्हें 30 वर्ष पहले शुरू किया गया, जो आज तक पूरी नहीं हो पाई हैं। हर साल वोट की राजनीति के चलते नई योजनाओं को मंजूरी मिलती रही, परंतु उन योजनाओं को पूरा करने के लिए न तो सरकार के पास पैसा था, न ही इस तरफ ध्यान दिया गया।

महोदय, हर बजट में हिमाचल प्रदेश को छुआ ही नहीं जाता था। मैं रेल मंत्री जी को धन्यवाद देना चाहूंगी कि इस बार चंडीगढ़-बदी, भानुपल्ली-बिलासपुर-बेरी, रेल लाइन के लिए भी बजट रखा गया है। मैं रेल मंत्री जी से एक और निवेदन करना चाहूंगी कि यहां से शिमला के लिए कोई रेल लाइन नहीं है। यह टॉय ट्रेन है। मंत्री जी ब्राड गेज लाइन की व्यवस्था करके शिमला तक रेल लाइन बिछाने की व्यवस्था करें। महोदय, सड़क मार्ग से शिमला जाने के लिए बड़ा घुमावदार रास्ता है और जो यात्री सड़क मार्ग से चला जाता है, वह दोबारा जाने का नाम नहीं लेता। महोदय, शिमला के लिए हवाई यात्रा भी नहीं हो सकती। वहां जो एक एअरपोर्ट बना था, वह भी डेंजरस डिक्लेयर कर दिया गया है। आज शिमला के लिए न हवाई यात्रा सेवा है और न ही रेल सेवा है, मात्र सड़क के माध्यम से ही आप शिमला जा सकते हैं। महोदय, शिमला बहुत ही सुंदर जगह है और शिमला से ऊपर भी बहुत मनोहारी जगह हैं। मैं तो रेल मंत्री जी से कहूंगी कि शिमला के लिए मोनो रेल सेवा बनाने की योजना पर विचार किया जाना चाहिए। सब से पहले कालका से शिमला के लिए मोनो रेल चलाई जाए और वहां से किन्नौर तक मोनो रेल जा सकती है, जैसे स्विट्जरलैंड में बर्फ से ढके टिटलिस पहाड़ तक भी मोनो रेल जाती है। महोदय, मोनो रेल का सपना तो हमारी सरकार का है, लेकिन माननीय मंत्री जी ही बता पाएंगे कि यह कब शुरू होगी?

इन्हीं शब्दों के साथ धन्यवाद। जय भारत।

SHRI PYARIMOHAN MOHAPATRA (Odisha): Sir, first of all, I must congratulate the hon. Railway Minister, firstly, for bringing forward a comprehensive Railway Budget unlike his predecessors and secondly, for not being greedy, not being too greedy, about his own State. Previous Railway Ministers have pushed out so many projects into their States during their tenures. That makes it very difficult for the Railway Board to do anything about the project except increasing the cost overruns and time overruns. To a question of mine in 2012, I got an answer saying that as on 1.4.2011, for completion of all the ongoing projects, they would need about ₹ 1,25,000 crore. Now, in the Budget speech, the hon. Minister has said that ongoing projects would need ₹ 1,82,000 crore for their completion. I would urge upon the hon. Minister to find out how projects worth ₹ 57,000 crore have been added in the last three years. These new projects must be reviewed. Kindly review the projects given to particular States, from where the Railway Ministers have come. Kindly review how many of them are of priority and how many are not. Even if it sounds like a bitter pill, can you please persuade hon. Prime Minister to declare a freeze for the next four years and concentrate on completing the ongoing projects, rather than going in for new projects? In the last year, the pre-election year, when you need to be populist, do announce some projects. Nobody can deny you that particular right.

I would again request you that if you complete the ongoing projects, needs of most of the areas which are commercially viable, needs of the areas which are backward and not

[Shri Pyarimohan Mohapatra]

covered, and where track per kilometre ratio is much lower than the national average, like in Chhattisgarh and Odisha, will be met, particularly KBK area, which is very backward, which is right on the borders of Chhattisgarh. In the Bastar district of Chhattisgarh, there is hardly anything. Only Jagdalpur and Kirandul are connected, but the vast part, about 90 per cent of the district, is not connected at all. I associate myself with the suggestions, very good suggestions, which were made by the LoP and my friend, Shri Jairam Ramesh. I associate with the suggestions, not the comments.

Sir, I must point out, and I am sorry to point out, you have mentioned that the interim Budget had this and that, which is there in this Budget. Interim Budget should not have had all those things. Interim Budget was meant only for an outgoing Government which was only for a period of four months. In these four months you certainly did not envisage all those projections which were normally made for a year by a Government which has the authority to make such projections. So, no comparison of interim Budget.

SHRI GHULAM NABI AZAD : I have quoted both the interim Budget and the Budget of 2013. Most of the things were conceived and taken up till 2013 and most of them were in the interim Budget of 2014 also.

SHRI PYARIMOHAN MOHAPATRA: Sir, I stand corrected. I have not criticised the Budgets of 2013 and 2014 at all. I have only said about the interim Budget. An interim Budget is not a comparison. Whatever work they have done already is, in fact, carried forward by the new Government. Coming in the month of July, certainly they will go by whatever the previous Government has done; and they have gone by, in most of the cases, those policy measures.

The second part, I will deal with another bitter medicine. This is criticised by most of my colleagues, namely, the increase in fares. (*Time-bell rings*) Please forgive me.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): How much more time do you need?

SHRI PYARIMOHAN MOHAPATRA: Two minutes more. The UPA Government was there for ten years; and the NDA Government was there for five years. Most of the time there was no fare hike. Sir, look at the hike in bus fare. It has been increasing in every State, not less than ten times. In some cases there has been an increase 15-20 times during 14 or 15 years. Each Railway Minister wanted to be popular. Each Government wanted to

be popular by not increasing the fare. Had they increased even by one per cent every year, it would not have hurt the common man. Today, suddenly, the entire accumulated increase has been done at a time by 14.5 per cent. These are the sins of the two Governments - NDA Government and UPA Government for 15 years. Now, the fare hike has come on the head of the NDA Government though the decision was taken by the UPA Government. You are implementing it. So, you are in agreement. You should be in agreement. It should not have been done in one go by hurting the poor. It should have been done by one per cent every year.

I welcome the statement relating to linking it with the fuel price. There should be agricultural price.

THE VICE-CHAIRMAN (SHRI TIRUCHI SIVA): Mr. Pyarimohan Mohapatra, please conclude.

SHRI PYARIMOHAN MOHAPATRA: Sir, one more point. On agricultural pricing, experts suggest the Minimum Support Price. Similarly, please have an expert committee, don't link it with only fuel price because there are other factors also, in the pricing.

Then, third, and that is my final point. Don't kill milch cows. The Railway Zones which are giving you maximum revenue, you are neglecting them the most, and going on political lines. Every Government has done so. I have been here for ten years. Each year I talk of discrimination against Odisha and Chhattisgarh. Nobody bothers about it. The story goes on in the same way. Why is this discrimination? The East-Coast Railway Zone gives you ₹ 14,000 crores; and you give ₹ 1,400 crores for the whole State. We are also giving plenty of revenue to the South Eastern Railway.

Sir, I have one more suggestion. The biggest revenue yielding station is Talcher in the East Coast Railway. You just don't bother. Please improve it.

Finally, one general issue. Do not go looking for FDI and PPP. You can get all the money by converting Railways into corporations like in China; and divest some shares to the public, not to corporates. There are retail investors. That will get you all the money that you want. Thank you.

श्रीमती रजनी पाटिल : उपसभाध्यक्ष महोदय, 2014-15 का जो रेल बजट यहां पर प्रस्तुत किया गया है, उस पर मेरी पार्टी की तरफ से मुझे यहां बोलने का मौका दिया गया है। मैं चन्द शब्दों में अपने विचार आपके सामने पेश करूंगी। जब रेल बजट रखा गया, उससे 15 दिन पहले ही हमारे रेल मंत्री जी ने भाड़े में 14 प्रतिशत वृद्धि करके सारे देश में कड़वाहट पैदा कर दी। सर, मुझे आपको यह बताना जरूरी महसूस हो रहा है कि पूरी दुनिया में यू.एन. का एक पेपर आया है, उसमें लिखा है कि 1/3 पॉपुलेशन जो गरीबों की है, वह भारत देश में है। इस समय जब देश

[श्रीमती रजनी पाटिल]

में सभी चीजों की कीमतें आसमान को छू रही हैं, रेल भाड़े में वृद्धि करके न केवल गरीबों के साथ अन्याय किया गया है बल्कि सभी चीजों की कीमतें बढ़ाने का काम गवर्नमेंट ने आने के साथ ही कर दिया है और अच्छे दिनों की शुरुआत कैसे होगी, इसकी झलक दिखाई है। सर, आज हर रोज तीस मिलियन लोग, तीन करोड़ लोग रेलवे से यात्रा करते हैं, 12 हजार ट्रेनों से यात्रा करते हैं। इसलिए एक महिला होने के नाते जो प्रमुख मुद्दा मुझे लगता है, वह यह है कि रेलवे में सेफ्टी होनी चाहिए। मैं स्वागत करती हूँ कि 4000 महिला पुलिसकर्मियों को आपने तैनात किया है, लेकिन इसके साथ-साथ सी.सी.टी.वी. लगाने की भी जरूरत है क्योंकि रेलवे में महिलाओं के साथ अत्याचार होने के जो केसेज होते हैं, उनके लिए हमें सतर्क रहना चाहिए। दूसरा महत्वपूर्ण मुद्दा साफ-सफाई का है, जिसके लिए यहां पर बहुत कुछ बोला गया। सर, जब मैं अपने गांव जाती हूँ तो मुझे ट्रेन से जाना पड़ता है, लातूर एक्सप्रेस से जाना पड़ता है। जब मैं ट्रेन से अपने गांव जाती हूँ तो ऐसा लगता है कि हमें टॉयलेट यूज नहीं करना क्योंकि वहां पर टॉयलेट्स की हालत बहुत बदतर है। इसलिए टॉयलेट्स की सफाई का ध्यान रखना बहुत जरूरी है। इसके अलावा प्लेटफॉर्म के संबंध में यह सुनने में आता है कि वहां छोटे-छोटे बच्चों के जरिए व्हाइट ड्रग्स का काम होता है। उसके ऊपर पाबंदी लगाने के लिए पुलिसकर्मियों को रखना जरूरी है। सर, कुल-मिलाकर 8500 स्टेशंस हमारे देश में हैं। सब स्टेशंस पर बहुत भीड़ होने के कारण प्लेटफॉर्म बढ़ाने की आवश्यकता है। मैं आशा करती हूँ कि रेल मंत्री जी इस ओर ध्यान देंगे। जहां तक एफ.डी.आई. का सवाल है, एफ.डी.आई. के बारे में मैं इतना ही कहूंगी कि जब 9/11 का अटैक यू.एस. में हुआ, तब यू.एस. ने एक पेट्रिअटक एक्ट -2001 पारित किया था, जिसमें, यातायात में जहां क्रिटिकल इन्फ्रास्ट्रक्चर है, ज्यादा सतर्कता बरतने के लिए उन्होंने कुछ कानून बनाए थे। मुझे लगता है कि रेल मंत्री जी एफ.डी.आई. करते समय इस बात का जरूर ध्यान रखेंगे कि इस तरह की घटनाएं हमारे देश में न घटें क्योंकि हम बहुत सारी घटनाओं से, खासकर महाराष्ट्र के लोग, गुजर चुके हैं। यहां पर बुलेट ट्रेन की बात की गयी। मुम्बई-अहमदाबाद बुलेट ट्रेन के लिए 54000 करोड़ रुपए की लागत आएगी। आज अगर किसी को मुम्बई से अहमदाबाद जाना है तो 350 रुपए का टिकट लगता है। जब 54000 करोड़ रुपए खर्च करने के बाद बुलेट ट्रेन शुरू होगी, तो कम से कम 2000 रुपए का टिकट लेना पड़ेगा। इस पर भी गौर करना जरूरी है क्योंकि अगर कोई पॉश ट्रेन हम चलाते हैं, तो उससे कितने गरीब लोग हमारी उस ट्रेन से जाएंगे, इसके ऊपर ध्यान देना जरूरी है सर, यहां पर हाई स्पीड ट्रेन की बात की गयी। अगर हाई स्पीड ट्रेन चलाते हैं तो अच्छी बात है, लेकिन हाई स्पीड करते समय जो बीच में स्टेशंस आते हैं, उनको छोड़ने की कतई कोशिश न करें क्योंकि गरीब लोग भी उस ट्रेन से जाना चाहेंगे। अगर हाई स्पीड को सेट करने के लिए हमने बीच के स्टेशनों को छोड़ दिया, स्टेशनों को एलिमिनेट करके हाई स्पीड की, तो उसका कोई फायदा होने वाला नहीं है। सर, मैं मुम्बई की ट्रेन के बारे में बात करना चाहूंगी। जो लोकल ट्रेनें मुम्बई में चलती हैं, मुम्बई की जो रेल लाइन है, वे उसकी लाइफलाइन हैं। वहां पर 24 प्रतिशत वृद्धि करके मंत्री जी ने एक बहुत शॉक हम मुम्बई वालों और महाराष्ट्र वालों को दिया था। शायद उनको बाद में ऐसा महसूस हुआ होगा कि महाराष्ट्र में तो चुनाव होने हैं, हम अभी वहां किराया नहीं बढ़ा सकते, इसलिए उन्होंने उसे वापस

ले लिया। अगर उन्होंने उसे परमानेंटली वापस लिया है तो हम उनका अभिनंदन करेंगे, लेकिन अगर शॉर्ट टर्म बेसिज पर, इलेक्शन को मद्देनज़र रखते हुए, उन्होंने ऐसा किया है तो हम उनसे आग्रह करेंगे कि ऐसा न करें। और उसका भाड़ा न बढ़ाएं, क्योंकि हमारे बहुत से लोग यह नहीं चाहते हैं। जो सात सौ रुपए महीने का पास बनता था, उसको 2400 रुपए महीने का करने की नौबत आ गई है और यह possible भी नहीं है।

सर, मुंबई के रेलवे स्टेशन्स की जो हालत है, मैं उसका वर्णन न करूं तो ही अच्छा है, इसका कारण यह है कि लोग ट्रेन्स में लटक कर जाते हैं। कभी-कभी वे फुटरेस्ट पर लटकने से मर जाते हैं।

दूसरी बात यह है कि परसों डोंविवली में एक घटना घटी है। उसमें दो महिलाओं को पुलिसकर्मियों ने अपने कब्जे में ले लिया और उसके साथ बुरा व्यवहार किया। मुझे लगता है कि हमें मुंबई की रेल लाइनों पर सावधानी बरतनी चाहिए।

मैं सबसे महत्वपूर्ण बात अपने क्षेत्र अहमदनगर-बीड-परकी रेलवे साईन के बारे में कहना चाहूंगी। सर, जब मैं लोक सभा में थी तो मैंने कैबिनेट कमिटी ऑफ इकोनॉमिक अफेयर्स से अहमदनगर-बीड के लिए उस टाइम की गवर्नमेंट को दरखास्त करके ग्रांट की मांग की थी। जब 1996 में यह रेलवे लाइन मंजूर हुई थी, तब उसकी कीमत 335 करोड़ रुपए थी। बाद में 2008 में उसकी कीमत 758 करोड़ रुपए हो गई। जब 2012 में सर्वेक्षण किया गया, तब उसकी कीमत 2800 करोड़ रुपए थी।

सर, मैं महाराष्ट्र के ऐसे डिस्ट्रिक्ट बीड से आती हूं, जहां पर लोगों को रेल देखनी हो तो दूसरे गांव में जाना पड़ता है। मेरे डिस्ट्रिक्ट में रेल नहीं है। अगर बच्चे पूछते हैं कि रेल कैसी होती है, तो उनको खिलौने की रेलगाड़ी दिखानी पड़ती है। आज यहां पर बुलेट ट्रेन की बात हो रही है, लेकिन यहां पर ऐसे लोग हैं, ऐसे जिले हैं, ऐसे गरीब-गरीब इलाके हैं, जहां पर अभी तक रेल ही नहीं देखी गई है। बुलेट ट्रेन से ज्यादा आज रेल का जाल, जो सब जगह बराबर हो, उसे करने की जरूरत है।

माननीय रेल मंत्री जी, मैं आपका ध्यान इस बात की ओर आकर्षित करना चाहूंगी कि यह जो अहमदनगर-बीड की रेलवे लाइन है, उसमें 95 परसेंट जमीन का अधिग्रहण हो चुका है। शायद इतिहास में एक ही ऐसा उदाहरण होगा कि 95 परसेंट जमीन का अधिग्रहण होने के बाद भी - मैं यू.पी.ए. गवर्नमेंट को धन्यवाद देना चाहूंगी कि उसने 2012 में 514 करोड़ रुपए मंजूर किए थे, टेक्निकल सेंक्शन और फाइनैशियल सेंक्शन के दौरान, जिसमें से 171 करोड़ रुपए सेन्ट्रल गवर्नमेंट ने दिए, 158 करोड़ रुपए महाराष्ट्र गवर्नमेंट ने दिए थे। यहां पर कुल तीन सौ करोड़ की लागत लग चुकी है, लेकिन इस बजट में सिर्फ 20 करोड़ ही दिए हैं। रेल मंत्री जी, आपको इस ओर ध्यान देना चाहिए। मुझे लगता है कि 20 करोड़ देकर, हमारे साथ बराबर नाइंसाफी हुई है। इस अहमदनगर-बीड रेलवे को ज्यादा धन देने की जरूरत है, क्योंकि काम पूरा होने का मसला अभी सामने नजर आ रहा है। मुझे लगता है कि यह सबसे महत्वपूर्ण बात हमारी स्टेट महाराष्ट्र के लिए है। सर, औरंगाबाद को इस सरकार और इससे पहली सरकार ने

[श्रीमती रजनी पाटिल]

इंडस्ट्रियल कॉरिडोर डिक्लेयर कर दिया था। अगर औरंगाबाद को इंडस्ट्रियल कॉरिडोर डिक्लेयर करते हैं, तो पुणे जैसी महत्वपूर्ण सिटी को औरंगाबाद से जोड़ना महत्वपूर्ण है, लेकिन आज की तारीख में पुणे से औरंगाबाद के लिए कोई ट्रेन नहीं है। मैं दरखास्त करूंगी कि पुणे से नगर तक तो ट्रेन जाती है, नगर से औरंगाबाद जोड़ने का ही सिर्फ काम है, अगर आप इसे करेंगे तो हमारे लिए बहुत महत्वपूर्ण कदम होगा। मैं इतना ही कहूंगी और आपने मुझे बोलने का जितना समय दिया है, उसी समय में मैं अपना भाषण पूरा करूंगी और यह दरखास्त करूंगी कि जो अहमदनगर-बीड-परकी रेलवे का काम है, वह पूरा हो। मैं यहां पर खासतौर से यह उल्लेख करना चाहूंगी कि माननीय गोपीनाथ मुंडे जी इस एरिया से लोक सभा सदस्य थे। अगर वे जिंदा होते तो शायद आपने ऐसा नहीं किया होता, जो हमें आज बोलने की नौबत आई है। अगर वे जिंदा होते तो यह हम सबका और उनका एक कॉमन सपना था। हम इसके बीच में कभी भी पार्टी को लेकर नहीं आए। हम चाहे किसी भी पार्टी से रहे हों, लेकिन हम यह सोचते थे कि हमारे एरिया में यह रेल नहीं आ रही है। मुझे लगता है कि आप उनके साथ ही नाइंसाफी कर रहे हैं। मुझे लगता है कि औरंगाबाद-अहमदनगर बीड के लिए ज्यादा धन देने की जरूरत है, इसी आशा के साथ मैं आपको धन्यवाद करती हूँ।

SHRI RANGASAYEE RAMAKRISHNA (Karnataka): Sir, I want to focus on the passenger amenities at railway stations. But, before that, let me spend two minutes on bullet trains. Back in 1982, I was part of Organising Committee for Asian Games. And, one of the main tasks at that time was to bring in colour television before Asian Games start. Even now I feel amused. I used to write reams and reams of paper on why colour television is necessary. Today, you ask your children and grandchildren. They would not believe that we were watching *Chitrahaar* black and white in this country. So, everything depends on how you perceive a particular issue. You cannot say that, 'No, no. These are only dreams and they cannot become realities.' I am sure, before a year or two, bullet train will be a reality in this country.

I want to concentrate on station amenities. I have raised many times, in the last two years, through Parliamentary questions and interactions with Railway Regional Boards as part of my Department-related Parliamentary Standing Committee, about the need for providing escalators. There are many stations which have multiple platforms. Today, you do not have a system of licenced porters or coolies. And, people have to lug their luggage from one platform to another. We don't have a system where train ticket will say from which platform train starts. So, on this question, every time I got a laconic reply, both in reply to Parliamentary questions as well as during interactions, saying that 'we have a time-schedule, it will take a long time, we will complete it, etc.' How many years we will have to wait for escalators? How do the aged and infirm cope up with these hurdles? I suggested PPP at that time. I am glad, for the first time, the hon. Minister has mentioned

that we will try to provide escalators and travelators through PPP mode. Although, PPP is getting a little defamed now. But, I think, even that is a good start.

Today, the actual train travel may leave a pleasant feeling. But reaching stations and getting into compartment brings in a lot of tension. Till four hours before train departure you don't even know whether you are going to get reservation. Then, you rush to the station. You take New Delhi station for example. You don't know whether you will have to go to Ajmeri Gate end or the Paharganj end, because you never mention from which platform the train will take off. You go to the platform. There is a milling crowd. You have to leg the luggage on staircases with all your aged relatives and milling crowds, you go there. You stand there. You don't know whether the train will really leave from that platform. You have to find out at which place your particular compartment will come. There are many such stations. For instance, you take Madras Central Station. The surface is so rough that you cannot even put your trolley bags on it. Then, station yard is littered with all parcel bags. Luckily, this time, the hon. Minister announced in the Budget that there will be special dedicated terminals for parcels. So, the question is: Many of these things cannot be financed by a Governmental entity. The relic of a Railway Budget is a colonial relic. I think, we should do away with it. I hope, in the next 2-3 years, we will have a complete look at this thing and do away with this concept of Railway Budget. What we should do is to corporatize. There are good corporations even within the Railway system today. For instance, we have the Container Corporation. It is a blue-chip corporation. I don't know why we cannot have more sectoral corporations. In fact, the day Railway Budget was being introduced, the hon. Prime Minister mentioned that we reach a time soon when railway stations will be as good as air terminals. Why not? I think, we should have a separate corporation only for Railway stations and all the amenities which go with it. The suggestion here is to corporatise all passenger amenities by creating an authority on the lines of the Airports Authority. The authority should be entrusted with the responsibility of looking after the entire upkeep of various stations, their environment and ambience. The focus should be to provide vertical underground parking space outside stations because there is another problem—to reach the station itself is a big hurdle. You will have to provide vertical underground parking space, provide escalators, travelators, lifts and provide luggage carts with smooth surface in platforms that will make movement of passengers and luggage a pleasurable proposition. We should provide battery-operated buggies, especially for the aged and the disabled. There should be a total sanitation in the platforms synchronised with a provision of bio-toilets both in trains as well as in station yards. Finally, the provisioning of hygienic kitchens, operated on a regional basis, providing clean and hot meals in sealed containers which will operate between major stations.

[Shri Rangasayee Ramakrishna]

Sir, there was a time— I am talking about 30-40 years back— when you go from Delhi to Chennai, for instance. There used to be stations where we used to get meals in hot tiffin carriers, packed and brought to our compartment. Then, it used to be collected in the next station. Today, they serve fluid-type of meals being brought in paper containers, absolutely cold.

So, all these things need money. You can improve only by corporatizing these. I don't think that the governmental management of Railways will do. I am sure, all these dreams will come-into reality since a start has been made in the present Budget. Thank you.

श्री रामदास अठावले (महाराष्ट्र) : उपसभाध्यक्ष महोदय,

सदानन्द गौड़ा की सही दिशा से चल रही है रेल,
 क्योंकि नरेन्द्र मोदी ने बंद किया है कांग्रेस का खेल।
 महंगाई बढ़ाने के कारण यू.पी.ए. हो गई है फेल,
 अब हमारी कम-से-कम 20 साल तक सुपर फास्ट चलेगी मेल।
 भ्रष्टाचार के कारण इनके अनेक नेता गए हैं जेल,
 अब नरेन्द्र मोदी चलाएंगे विकास और एकता की रेल।
 जब मैं लोक सभा में था, तब लोक सभा में अध्यक्ष बजाते थे बहुत बार बेल,
 तो भी मैं जाता था वेल।
 अब आप मत बजाओ बेल,
 क्योंकि मैं नहीं आऊंगा वेल।

उपसभाध्यक्ष महोदय, रेल मंत्रालय अपने देश का सबसे बड़ा मंत्रालय है, जिसमें कम-से-कम तेरह लाख एक हजार लोग काम करते हैं। जो प्राइवेटाइजेशन हो रहा है, इससे उनकी संख्या थोड़ी सी कम हो गई है। हमारा मानना यह है कि अगर आपको रेलवे के कुछ डिपार्टमेंट्स का प्राइवेटाइजेशन करना है, तो उसमें रिजर्वेशन रखने की आवश्यकता है। उसमें एस.सी./एस.टी./ओ.बी.सी. के लिए रिजर्वेशन रखना चाहिए। जब रिक्रूटमेंट होती है, तब हमारे महाराष्ट्र में बिहार और उत्तर प्रदेश के लड़के आते हैं। इससे महाराष्ट्र में थोड़ा सा विवाद होता है। हमें यह लगता है कि अगर आपको 10 हजार या जितनी भी सीटों पर रिक्रूटमेंट करनी है, तो हर स्टेट के लोगों के लिए अलग इंटरव्यू होना चाहिए। अगर आपको महाराष्ट्र में 10-15 हजार लोगों की रिक्रूटमेंट करनी है और महाराष्ट्र का कोटा एक हजार लोगों का है, तो एक हजार लोगों की रिक्रूटमेंट के लिए वहां मराठियों का इंटरव्यू लेना चाहिए। अगर बिहार में एक-डेढ़ हजार लोगों को रिक्रूट करना है, तो उनके लिए अलग इंटरव्यू होना चाहिए। ऐसा ही ओडिशा में होना चाहिए, उत्तर प्रदेश में होना चाहिए, कर्नाटक में ज्यादा से ज्यादा होना चाहिए। मेरे कहने का मतलब यह है कि जिस स्टेट में भी रिक्रूटमेंट किया जाना हो, वहां ज्यादा से ज्यादा उसी राज्य के लोगों को लिया जाना चाहिए।

आपने ट्रेनों की संख्या बढ़ाई। आज कम से कम 12,717 ट्रेनें हैं, जिनमें लगभग 2 करोड़ 30 लाख लोग हर रोज ट्रेवल करते हैं। रेलवे से आपको जो इन्कम होती है, वह 1,39,558 करोड़ रुपये है, ये 2013-14 के आंकड़े हैं।

हमें यह लगता है कि अगर हमें बचे हुए प्रोजेक्ट्स को पूरा करना है, उसके लिए आप बाहर का पैसा लगाइए, वर्ल्ड बैंक का पैसा लगाइए। बीच में मैंने यह मांग की थी कि जिस जिले में उद्योगपति हैं, उनसे भी रेल को फायदा हो सकता है, कुछ पैसा आप उद्योगपतियों से भी लीजिए। आप टाटा को बोलिए, मुकेश अम्बानी को बोलिए, अनिल अम्बानी को बोलिए, चाहे आप बोलिए, नहीं तो मैं बोलता हूँ। ...**(व्यवधान)**... मेरे कहने का मतलब यह है कि उनसे पैसा ले करके, जो पेंडिंग योजनाएं हैं, हमें उनको पूरा करने की आवश्यकता है। हमारे पास 600 से 650 पेंडिंग योजनाएं हैं, मुझे लगता है कि इन सब योजनाओं को पूरा करने के लिए हमें ऐसा करना ही चाहिए।

अभी श्रीमती पाटिल ने बताया कि पहले जो 217 करोड़ रुपये का प्रोजेक्ट था, वह अब 2000 करोड़ रुपये का हो गया है।

सदानन्द गौड़ा जी, आप मुख्य मंत्री भी रह चुके हैं और आज आप रेल मंत्री हैं, इस तरह कर्णाटक को एक बहुत बड़ा डिपार्टमेंट मिला है। पहले साउथ इंडिया को रेलवे का डिपार्टमेंट नहीं मिला करता था, हमेशा वह दूसरों को मिल जाता था। हमारे महाराष्ट्र को भी यह डिपार्टमेंट कभी नहीं मिला है। ...**(व्यवधान)**...

श्री गुलाम नबी आजाद : इनसे पहले के जो रेल मंत्री थे, वे कर्णाटक के ही थे।

श्री रामदास अठावले : मुझे लगता है कि रेलवे डिपार्टमेंट को बहुत अच्छी तरह से आगे बढ़ाने की जिम्मेदारी आप पर ही है। अभी मैं आपसे इतना ही कहना चाहता हूँ कि मुम्बई शहर में जो लोकल ट्रेनें हैं, उनकी संख्या को और अधिक बढ़ाए जाने की आवश्यकता है। अगर आप वहां के लिए एसी लोकल ट्रेन शुरू करेंगे, उससे वहां रोज पर जो भारी ट्रैफिक है, वह कम हो सकेगा, और एक अच्छा वातावरण भी तैयार हो सकेगा। आप वहां लोकल ट्रेनों की संख्या और अधिक बढ़ाइए।

अभी मुम्बई से अहमदाबाद जाने वाली जो बुलेट ट्रेन है, गुलाम नबी आजाद जी, आप यह मत समझिए कि नरेन्द्र मोदी जी के प्रधानमंत्री बनने के बाद ही उन्होंने अहमदाबाद को मुम्बई से जोड़ने का काम किया है। शुरू में यह प्रस्ताव आपका ही था, लेकिन आपके जो पेंडिंग काम रह गए हैं, उनको पूरा करने के लिए ही नरेन्द्र मोदी जी प्रधानमंत्री बने हैं। अगर आप ही उनको पूरा कर देते, तो और पांच साल के लिए आप आ जाते, लेकिन आपने उनको पूरा नहीं किया, इसलिए आपका सपना पूरा करने के लिए हम लोग इधर आ गए। आपका अधूरा सपना, डा. मनमोहन सिंह जी का अधूरा सपना और पूरी कांग्रेस पार्टी का अधूरा सपना पूरा हो सके, इसके लिए ही हमारे रेल मंत्री जी ने यह सोचा कि जो प्रस्ताव आपके मंत्री जी ने तैयार किया था, 14.2% यात्री ट्रेन का किराया बढ़ाने का और 6.5% गुड्स ट्रेन का किराया बढ़ाने का, उसको लागू किया जाए। ट्रायल करने के लिए उन्होंने यह काम किया है, क्योंकि आपने अभी तक बहुत

[श्री रामदास अठावले]

7.00 P.M.

सारा आराम किया है, सत्ता में रहे हैं। इसलिए भाड़ा बढ़ाकर आपको रास्ते पर लाने की आवश्यकता थी और आपको आन्दोलन करने का मौका देने की आवश्यकता थी और आपने आन्दोलन किया भी, इसके लिए मैं आपका आभार व्यक्त करता हूँ। बहुत दिनों के बाद आप रास्ते पर आए हैं और बहुत अच्छा आन्दोलन आपने किया है।

फिर भी, सदानन्द गौड़ा जी, आपने रेल किराया ज्यादा बढ़ा दिया है। आपने जो किराया बढ़ाया है, इसको आप थोड़ा कम कीजिए, इससे लोगों को अच्छा लगेगा। आपने जो 14.2% किराया बढ़ाया है, उसमें से आप 4.2% कम कर दीजिए और 10% रखिए और माल भाड़े में आपने जो 6.5% किराया बढ़ाया है, उसमें से भी 2.5% कम करिए, 4% रखिए। थोड़ा-थोड़ा किराया तो बढ़ाना भी चाहिए। इन्होंने पॉपुलैरिटी के लिए, लोगों को खुश करने के लिए 10 साल में कोई किराया नहीं बढ़ाया।

(श्री उपसभापति पीठासीन हुए।)

मैं जब इनके साथ था, तब मैं इन्हें बोला करता था कि थोड़ा-थोड़ा किराया बढ़ाइए, ज्यादा मत बढ़ाइए, लेकिन तब ये बोले कि अगर हम किराया बढ़ाएंगे, तो हमको सत्ता से जाना पड़ेगा। ...**(समय की घंटी)**... चूंकि आपने अपने टाइम में किराया नहीं बढ़ाया, इसीलिए आपका प्रस्ताव सदानन्द गौड़ा जी ने लागू किया है। भाड़ा बढ़ा तो है, लेकिन यह बात सही है कि इसे थोड़ा कम बढ़ाया जाना चाहिए। इन्होंने यह किराया अभी भी क्यों बढ़ा दिया, यह मुझे मालूम नहीं, मेरा मतलब है कि पांच-छः महीने के बाद किराया बढ़ा देते तो ज्यादा अच्छा होता।

श्री उपसभापति : प्लीज, आपका टाइम समाप्त हो गया है।

श्री रामदास अठावले : लोगों के मन में यह भावना थी कि अच्छे दिन आएंगे, लेकिन आपने एकदम किराया बढ़ा दिया, तो लोग बोलने लगे कि क्या अच्छे दिन यही हैं? मैंने लोगों से बोला कि अगर अच्छे दिन चाहिए तो ऐसा ही करना पड़ेगा ...**(समय की घंटी)**...

डिप्टी चेयरमैन साहब, मेरी मांग यह है कि हमारे पंढरपुर-शोलापुर जिलों में कुर्दुवाडी रेलवे वर्कशॉप के लिए 70 करोड़ रुपये की मांग है। इसके लिए मैं मंत्री महोदय से मिला भी था। ...**(समय की घंटी)**... आप बैल बजा रहे हैं, लेकिन मुझे बैल में नहीं आना है।

श्री उपसभापति : आपको छः मिनट का टाइम दिया था, अब सात मिनट हो गये। ...**(व्यवधान)**... आपका टाइम छः मिनट ही था, अब सात मिनट हो गये। अब आप बैठिए। ...**(व्यवधान)**...

श्री रामदास अठावले : सर, पंढरपुर से मुम्बई की जो ट्रेन है, वह तीन दिन चलती है, लेकिन उसे सातों दिन चलाना चाहिए। मुम्बई सेन्ट्रल स्टेशन को डा. बाबा साहेब अम्बेडकर जी का नाम मिलना चाहिए। ...**(समय की घंटी)**... छत्रपति शिवाजी महाराज का नाम एक स्टेशन का है, लोकमान्य तिलक जी का नाम कुर्ला स्टेशन का है, तो बाबा साहेब अम्बेडकर जी मुम्बई में रहे हैं, उनका नाम भी स्टेशन को मिलना चाहिए। ...**(समय की घंटी)**...

श्री उपसभापति : प्लीज, प्लीज। ...**(व्यवधान)**... ठीक है, ठीक है। ...**(व्यवधान)**... अब आप बैठिए। ...**(व्यवधान)**... बस, बस। ...**(व्यवधान)**... नहीं, छः मिनट से अब आठ मिनट हो गये ...**(व्यवधान)**... अब आप बैठिए। ...**(व्यवधान)**... अभी बहुत से लोग बोलने बाकी हैं। ...**(व्यवधान)**... अब टाइम नहीं है।

श्री रामदास अठावले : सर, ...**(व्यवधान)**... मेरा नम्बर पहले रखा कीजिए। ...**(व्यवधान)**... बाद में मेरा नम्बर आता है, तो टाइम कम मिल पाता है। ...**(व्यवधान)**... जिस तरह से ट्रेन के डिब्बे कम हो जाते हैं, ...**(व्यवधान)**...

श्री उपसभापति : हो गया, हो गया। ...**(व्यवधान)**... श्री शादी लाल बत्रा। ...**(व्यवधान)**...

श्री रामदास अठावले : सर, ...**(व्यवधान)**... भाड़ा तो थोड़ा बढ़ा है, लेकिन इसे थोड़ा कम करिए। ...**(व्यवधान)**... मैं इस रेल बजट को पूरा सपोर्ट करता हूँ। हम अच्छा काम करेंगे, हम रेल अच्छी तरह चलाएंगे। ...**(व्यवधान)**... कांग्रेस वालों को अपने रेल के डिब्बे में लेकर हम ...**(व्यवधान)**... आगे जाएंगे।

श्री उपसभापति : श्री शादी लाल बत्रा। ...**(व्यवधान)**... सिर्फ सात मिनट।

श्री शादी लाल बत्रा (हरियाणा) : सर, ...**(व्यवधान)**... अभी तो मेरी पार्टी का बहुत टाइम पड़ा है। ...**(व्यवधान)**...

श्री उपसभापति : बोलिए, बोलिए। सात मिनट में जल्दी से बोलिए। ...**(व्यवधान)**...

श्री शादी लाल बत्रा (हरियाणा) : सर, भारत की पावन भूमि पर 1867 में पहली बार रेलवे आई थी। 1867 से लेकर 1925 तक इसका रेवेन्यू इतना बढ़ गया कि 1925 में जनरल बजट के मुकाबले इसका सेपरेट बजट आया। इसका दूसरा मतलब यह हुआ कि उस टाइम उसका इतना विस्तार हुआ था और इसके विस्तार होने के बाद इसका इतना बिजनेस हुआ। लेकिन आज एक पार्टी अपने दम पर बहुमत लेकर आई है और बहुमत लेने के बाद उनके ही रेल मंत्री ने बजट पेश किया है। मैं बड़े विश्वास के साथ कह सकता हूँ कि मंत्री जी ने एक संकल्प से और विश्वास से इस बजट को पेश नहीं किया और यह कह दिया कि हमारे पास रेलवे का आगे विस्तार करने के लिए या और चीजों के लिए धन नहीं है। उन्होंने कहा कि हम पैसेंजर का किराया तो 23 परसेंट लैस पर दे रहे हैं। उन्होंने आगे यह कह दिया कि हमारे पास रुपये में से 94 पैसे इसके ऑपरेशंस पर खर्च हो जाते हैं और सिर्फ 6 पैसे ही बचते हैं यानी 6 परसेंट बचते हैं, तो उसमें हमें 602 करोड़ रुपये ही बचे। इस 602 करोड़ रुपये से हम रेलवे का विस्तार कैसे करें और क्या करें? वैसे मैं बड़े अफसोस के साथ यह कह रहा हूँ कि इन्होंने किराये में बढ़ोतरी तो की, लेकिन इस सदन के शुरू होने से 15 दिन पहले की। आज जो हमारे प्रधान मंत्री जी हैं, जब वे 2012 में मुख्य मंत्री थे, तो उन्होंने एक पत्र भी लिखा था कि जब संसद शुरू होने वाली हो तो उससे पहले बाई ऑर्डिनेंस अगर कोई किराया बढ़ता है, तो यह असंवैधानिक है, ऐसा नहीं होना चाहिए। समझ नहीं आ रहा है कि जिनके ऐसे विचार थे, यहां सत्ता में आते ही उनके विचार क्यों बदल गए? इन्होंने सारे हिन्दुस्तान की जनता के साथ भेदभाव किया। 14 परसेंट किराया बढ़ गया, यह समझ

[श्री शादी लाल बत्रा]

में नहीं आता है कि इतना क्या जरूरी था? लेकिन मुम्बई में जो डेली कम्प्यूटर्स थे, जो 80 किलोमीटर दूर तक जाते थे, उनकी वृद्धि वापस ले ली। मैं समझता हूँ कि अगर एक प्रदेश के लिए यह इन्साफ हो सकता है कि उनकी वृद्धि घटाई, तो दिल्ली के साथ जो कि सारे भारतवर्ष की कैपिटल है और जहां सब लोग आते हैं तथा दूसरे प्रदेशों के जो डेली पैसेंजर्स हैं, उनके किराये क्यों नहीं घटाये गये। यह भेदभाव शुरू में आते ही किया गया। वह पार्टी जो भेदभाव के खिलाफ रहती थी, वह पार्टी तो समानता के हक में कहती थी कि हम सब भारतीय हैं, हम सब एक हैं, तो यह दृष्टिकोण मुझे समझ में नहीं आया कि यह दृष्टिकोण उन्होंने कैसे अपनाया। मैं तो आदरणीय मंत्री जी से कहना चाहूंगा कि सबसे पहले इस भेदभाव को खत्म करें। यह भेदभाव क्यों हो रहा है?

आदरणीय मंत्री जी, आज हमारी आबादी 125 करोड़ से ऊपर है। रेलवे मंत्रालय एक ऐसा मंत्रालय है, जो सबसे बड़ा मंत्रालय है। जो रोज के पैसेंजर्स हैं, उनमें से दो करोड़ तीस लाख लोग रेल से सफर करते हैं। 2 करोड़ 30 लाख तकरीबन 20 परसेंट भी नहीं बनते, कम बनते हैं। तो इसका मतलब यह हुआ कि 80 परसेंट लोग बाई रोड ट्रेवल कर रहे हैं। अगर 80 परसेंट लोग बाई रोड ट्रेवल कर रहे हैं, तो रोड का किराया भी बढ़ता है, लेकिन फिर भी लोग रोड को prefer कर रहे हैं रेल में नहीं जाते। मैं यह भी समझता हूँ कि हिन्दुस्तान की तीस परसेंट से ज्यादा आबादी गरीब है और वे रेल में इसलिए जाते हैं, क्योंकि रेल सस्ती है। यह ठीक है, यह होना भी चाहिए। लेकिन जहां 80 परसेंट जा रहे हैं, क्या हमें उनके लिए नहीं सोचना चाहिए? हमें रेलवे में पैसेंजरों की संख्या बढ़ाने के लिए कुछ न कुछ आकर्षक करना चाहिए।

आज रेलवे का मुकाबला सड़क परिवहन से है। यदि आप गुड्स की बात करें, तो 1950 में 90 परसेंट गुड्स बाय रेल जाती थीं, लेकिन आज ये सिर्फ 35 परसेंट रह गयी हैं। आप हर साल माल भाड़ा बढ़ाते जा रहे हैं, और जो कॉरपोरेट सेक्टर्स हैं, वे धीरे-धीरे जा रहे हैं, इन कॉरपोरेट सेक्टर्स में चाहे कोल हो, ऑयल हो, पिंग आयरन हो, सीमेंट हो, फूडग्रेन हो, फर्टिलाइजर हो, या कंटेनर सर्विस हो, ये मजबूरी में कर रहे हैं। सारे कॉरपोरेट सेक्टर वाले सोच रहे हैं कि हम रेल से कब मुक्त हों, हम अपनी लाइनें कैसे बिछाएं, हम अपना कौन-सा साधन लाएं, जिससे कि हम पर इतना बोझ न पड़े। मंत्री जी, हमें इस पर सोचना होगा। हम 90 परसेंट से 35 परसेंट पर आ गए हैं और उधर 20 परसेंट से भी नीचे चले गए, तो यह बढ़ोतरी कैसे होगी? इसके लिए हमें सोचना होगा कि हम रेल यात्रा को सुरक्षित यात्रा कैसे बनाएं, हम रेल में अमेनिटीज कैसे लाएं, हम रेल के लिए क्या करें कि रेल के पास सरप्लस हो? एक अच्छा सुझाव आया था कि रेल की हर साल जो कॉस्ट आती है, उसको रेल के किराए के साथ जोड़ दें। जैसे एग्रीकल्चर को एम.ए.सी.पी. से जोड़ते हैं, उसी तरह से रेल में भी इसको जोड़ दें और इस तरह से अगर हर साल वृद्धि हो जाए, तो किसी को बोझ भी महसूस नहीं होगा। अब ऑयल प्रॉडक्ट की कीमत बढ़ जाती है, कोल की कीमत बढ़ जाती है, तो यह कैसे हो सकता है कि रेल का किराया वही रहे?

जो भी रेल मंत्री आता है, वह सिर्फ वाहवाही लेने के लिए किराया नहीं बढ़ाता है। इसका मतलब यह नहीं है कि रेल में मैनेजमेंट अच्छा है। मैं मैनेजमेंट उस दिन अच्छा समझूंगा, जिस

दिन हम पैसेंजर भाड़ा या माल भाड़ा खर्च के हिसाब से बढ़ाएंगे और हम self sufficient होंगे।

इस बार आपने बजट में पी.पी.पी. मोड या प्राइवेटाइजेशन के ऊपर जोर दिया है। मैं यह भी समझता हूँ कि अब तक जितने चुनाव हुए हैं, उनमें इस बार का चुनाव सबसे महंगा चुनाव था और उस महंगे चुनाव के लिए काफी कॉरपोरेट सेक्टर ने अपना कंट्रीब्यूशन दिया था। यह जो हम प्राइवेटाइजेशन करने जा रहे हैं, यह जो हम पी.पी.पी. मोड में करने जा रहे हैं, क्या हम यह उस सेक्टर को oblige करने के लिए तो नहीं ला रहे हैं? आपने सारी पॉलिसी चेंज कर दी। आप प्राइवेटाइजेशन कर देंगे, लेकिन इसमें कौन आएगा? इसमें हिन्दुस्तान का आम आदमी नहीं आएगा। इसमें वही लोग या सेक्टर आएंगे, जिनके पास पहले ही बहुत पैसे हैं। इस तरह से हम गरीब-अमीर के बीच की खाई को और बढ़ा रहे हैं। अगर हम इसको और बढ़ा रहे हैं, तो हम किस दिशा में चल रहे हैं? हमें अपनी दिशा निर्धारित करनी होगी। जब हम दिशा निर्धारित करेंगे, तब हम यह सोच सकते हैं कि यह जो चीज है, वह हमारे लिए ठीक है।

आज मैं यह कह सकता हूँ कि रेल को अच्छी तरह से हर प्रकार से सुरक्षित और अच्छे ढंग से चलाने के लिए उनकी आमदनी का कोई न कोई साधन सोचना होगा। अब उस आमदनी के साधन के लिए आप क्या करेंगे? कभी यह नहीं आया कि रेलवे के पास एन.पी.ए. यानी Non-Performing Assets कितने हैं, जमीनें कितनी पड़ी हैं। मैं कहता हूँ कि बड़े-बड़े शहरों में रेल लाइनें शहर के अंदर से गुजरती हैं। ...**(समय की घंटी)**...

MR. DEPUTY CHAIRMAN: Please. Take one more minute.

श्री शादी लाल बत्रा : सर, आप कहें, तो मैं यही रोक कर बैठ जाता हूँ।

श्री उपसभापति : नहीं, नहीं, आप एक मिनट और बोलिए।

श्री अविनाश राय खन्ना : आपने तो गागर में सागर भर दिया। ...**(व्यवधान)**...

श्री शादी लाल बत्रा : आपने क्या कहा?

श्री अविनाश राय खन्ना : आपने तो गागर में सागर भर दिया। ...**(व्यवधान)**...

श्री उपसभापति : नहीं, नहीं, आपका समय जा रहा है।

श्री शादी लाल बत्रा : सर, मैं आपके माध्यम से माननीय मंत्री जी से कहना चाहूंगा कि जो लाइनें शहर के अंदर से गुजर रही हैं, वे जमीनें इतनी कीमती हो गई हैं, वे रेलवे की हैं। अगर उस रेलवे लाइन को शहर से हटा कर दूर कर दें, तो इससे दो फायदो होंगे - एक तो सुरक्षा के लिहाज से अच्छा होगा, क्योंकि एक्सीडेंट कम होंगे और दूसरा, उस जमीन को बेच कर आप बहुत अच्छी आमदनी कर सकते हैं और उससे अच्छे कार्य कर सकते हैं। इसके साथ-साथ जो दूसरी भी ऐसी जमीनें हैं, रेलवे की हमारी जमीनें हैं, उन पर कोई कार्यवाही नहीं हो रही है। हम अगर उन पर प्लांटेशन भी कर दें तो ये इको-फ्रेंडली भी होंगी, ग्रीन बैल्ड भी बन जाएगी और उससे आपको आमदनी भी होगी। माननीय मंत्री जी, हम जब तक दूसरे साधन नहीं सोचते तब तक बात नहीं बन सकती। तो हम इस रेलवे को आगे कैसे चलाएं, रेलवे की तरक्की कैसे हो,

[श्री शादी लाल बत्रा]

रेलवे में लोगों का विश्वास कैसे बढ़े, इस पर सोचना पड़ेगा। आपने यह कहा कि इसमें एस्केलेटर भी लगेंगे, लिफ्ट भी लगेंगी, ताकि जो सीनियर सिटिजन्स हैं या जो बीमार लोग हैं या लेडीज हैं उनको आने-जाने में सुविधा हो। एस्केलेटर कितनी जगहों पर लगाएंगे? हमारी आबादी इतनी है कि ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Please conclude now.

श्री शादी लाल बत्रा : बस, एक ही मिनट। आदरणीय मंत्री जी, आपने कोई नई रेल लाइन नहीं दी। पिछले बजट में नई रेल लाइन की घोषणा हुई थी। उसका सर्वे चल रहा है। हरियाणा में यमुनानगर से चंडीगढ़ तक अलवर से नबाब तक, सर्वे चल रहे हैं। अगर आप उन रेल लाइनों को मंजूरी देते हैं तो मैं समझता हूँ कि हमारी हरियाणा की गवर्नमेंट अपना 50 परसेंट शेयर पहले देने को तैयार है, आप उसको आगे बढ़ाइए। वैसे साधनों की कमी कह रहे हैं, लेकिन इससे साधनों की कमी नहीं रहेगी और विकास भी हो जाएगा तथा लोगों में एक अच्छी भावना आ जाएगी। हरियाणा बहुत छोटा स्टेट है, बहुत गरीब है। उसके पास कोई साधन नहीं हैं। अगर यातायात के साधन बढ़ते हैं तो उससे आमदनी भी बढ़ेगी। मैं अपनी बात यहीं समाप्त करता हूँ। धन्यवाद।

MR. DEPUTY CHAIRMAN: That is all. Thank you. Shri Rajeev Chandrasekhar.

SHRI RAJEEV CHANDRASEKHAR (Karnataka): Thank you, Sir.

Sir, I will not touch upon issues of the dismal passenger experience, declining freight share or under-investment in the rail network that my colleagues have already touched on. But, let me start by saying that in the recent times, the Indian Railways has begun to look more like a historic relic, making ambitious but hapless statements, rather than being a vital player in the Indian economy, a role that it should really play.

Sir, I had, in the run-up to the Railway Budget, said that the completion of existing projects, investments in passenger safety, increase in freight market share and introduction of new technologies should be priorities in the Modi Government's first Railway Budget. And, I believe that with the thrust on safety, consolidation, passenger amenities and fiscal discipline, this Railway Budget is well-rounded, and more importantly, a much needed and feasible plan.

Sir, let us be very candid and honest. The Railways today is an unviable operation, barely generating enough to meet its operational costs, with little or no headroom for investments, and, therefore, unable to prepare itself and its customers for the future. By shunning big announcements and focusing instead on re-building, the Railway Minister's move to focus on completion of existing projects, especially important operational projects and ensuring funding the last-mile of these projects, is the right move, as even my senior colleague, Prof. Ram Gopal Yadav, had said.

Sir, the Railways and its finances both need reorganizing in order to make it a viable and sustainably growing organization. The Railways earn ₹ 1,40,000 crores of revenue every year. And, as I have said before in the House and some of my colleagues have said before as well, the people of India cannot blindly accept that the Railways does not make money and so, the taxpayers have to continue to fund it, diverting money from other pressing priorities for the poor and development. The Railways must generate enough surplus to meet its own investment and survival plans. It owes that to its travelling customers, employees and pensioners.

Sir, I believe that the only way to get there for the Railways is structural reforms. The commitment to structural reforms is fleetingly mentioned in the Railway Budget and the Minister's speech, when it talks about separating the Railway Board into operations and new projects. I believe, it is a good first step, but I would caution the Minister that this is not enough. Deeper restructuring and reorganizing of the Railways is necessary, both to create focus and also to facilitate outside investments.

Sir, I would urge him to look at the aviation sector where the airports, passengers and cargo business are all separate entities, allowing different types of management and investors to be aligned specifically to those functions. I would echo what Mr. Mohapatra and Mr. Ramakrishna said, that is, to separate the Rail Department into rail infrastructure which would be investment intensive — passenger operations and stations into another operation and bulk freight operations into India Rail Cargo division — all under maybe a new structure of a holding company, call it, Indian Railways.

Sir, this kind of reorganization and restructuring will bring in the necessary financial discipline and customer focus that modern professional rail operations and financing need. The skills necessary to run passenger operations, serving and satisfying millions of customers, are very different from planning expansion of the rail network and deploying technologies to improve throughput and so on.

Sir, I would just make five brief points for the hon. Minister. Sir, the Debt Service Fund to meet committed liabilities and setting stringent targets is a good idea. But again I will echo what a colleague of mine said. The Railways also needs a fiscal responsibility charter that prevents future Ministers and bureaucrats from playing financial roulette with its future. I would urge him to enact an amendment to the Railway Act that prohibits announcement of any new project unless its financial viability and financing is secured. The second is on the issue of freight. I just want to make a brief point that the business of freight in the Railways can become much more profitable if the Minister assures us that he will review the well-known fact of rampant revenue leakages and price fixing in bulk

[Shri Rajeev Chandrasekhar]

freight in the Railways. The freight corridor requires ₹ 9 lakh crores of investment and unless you reform the bulk freight business, it will not be possible to raise investment. Thirdly, Railways and its customers need more technologies to leapfrog to the present and establish a platform for the future. I would suggest, Sir, that the Minister create a position of Chief Technology Officer within the Railways to develop a multi-year technology upgradation and investment plan. Sir, there has been a lot of mention of PPPs. I believe that private capital can and must play a role in the future growth of Railways. But I caution the Minister about PPPs. There is a recent C&AG Report that talks about the inconsistencies in PPPs within the Railways so far. Sir, the PPPs have become, in some cases, a reason for the Railways to lose revenue and there is a quote that I want to make from the letter of General Manager, Western Railways. It says that the continuation of the existing agreement is going to severely undermine the earnings of the Western Railway. So, it cannot be the case that the Railways suffer as a consequence of PPP. I would urge the Minister to frame transparent guidelines for PPPs and share them with the House and indeed the public to avoid any *ad hocism* and, of course, discretion and corruption. Sir, lastly, I have one suggestion. Passenger bogies today are being covered with advertisements including the windows. Sir, I believe that this practice must stop because one of the experiences of train travel is to be able to look out of our window and see the outside. So, I would urge, Sir, not to treat passengers like sardines packed into a goods wagon. Leave this whole concept of advertising and covering the windows. Let the passengers, at least, get a good look outside. So, let me end by saying that the Railways is and will remain for the conceivable future a vital part of the complex equation for our economic progress that will transform India. The Railways must structurally be re-architected to meet the challenges of the coming years. The last decade of mismanagement has brought us to this pass of no other alternative. I am glad, Sir, that the Modi Government has taken the first step in this direction, but I would caution that this first step is still a small one and some giant strides are required to complete the transformation of the Railways into a sustainably investing entity that is a vital part of the nation's economic transformation. Thank you.

PROF. SAIF-UD-DIN SOZ (Jammu and Kashmir): Mr. Deputy Chairman, Sir, thank you, very much for allowing me to participate in the debate. I have a lot of interest in rail development of the country; otherwise I would not speak at the fag end. ...*(Interruptions)*... Sir, I don't grudge the hon. Minister's assertion that it is a very good Budget, a very remarkable Budget. He is not correct there. But I give him one credit this time. He has sat through the debate, made his notes and has shown patience. That is a very good thing about the Minister.

Sir, BJP has a majority and I had expected not only as an MP but also as a citizen of this country that there would be a generational shift. It is an incremental Budget with so many flaws. I will not repeat what hon. LoP and other Members from this side have spoken. I will make a couple of points keeping the time constraint also in view. So, this Government could give a very good Budget which would have answered the requirements on ground, but the hon. Minister has failed to do that. I will prove that. Just before the Parliament session, the Minister came forward with a 14 per cent increase in passenger fares and 7 per cent increase in freight rates. This is too much increase. Perhaps, they have an idea in their mind that this is the first year of their Government and with the passage of time, people will forget about it and in the last one year, they will not increase it. They think that people have short memories. People don't have short memories. People had expected 'अच्छे दिन', but this will leave a bad taste in their mind. Fourteen per cent increase is not a joke, and there is also 7 per cent increase in freight. Then, after this, जब काटने के बाद, ऑर्डिनरी पैसेंजर को मार-पीट करने के बाद, they have shown their taste and culture for providing luxury to an area of this country. In that way, they will be losers over a period of time because they will see that people will rise and they will create a commotion in this country. I will shortly come to the bullet train. How can that be justified in this country? And, the Minister allowed this increase just a few days before the start of the Parliament session.

Then, the hon. Minister talks of cleanliness and he talks of safety. I wish him well if he gives cleanliness and if he is interested in safety of the people. I wish him well because he will show efficiency. But I want to caution him that cleanliness and safety will not come through pumping money into the Railways; it is just the determination of a Minister of Railways that will create the atmosphere of cleanliness. There is staff available. Many of them don't work at all. Cockroaches and other insects can be seen in the first-class compartments. This cleanliness and safety is a situation in the mind of the Railway Minister. I have been a Member of both the Houses of Parliament and I saw the efficient Ministers rubbing shoulders with us. I remember before me, there was Mr. Patil. I never saw his work, but he is remembered here as a very capable Railway Minister. I saw Madhavrao Scindia, to mention just one name. Another name is Ghani Khan Choudhury, who was very slow in talking, but he was a man of action. Peace be upon on his soul. Peace be upon on the soul of Madhavrao Scindia, and Madhavrao Scindia started turning a new page for the Railways. Unfortunately, it was ill luck of this country that he died in an accident. As a Railway Minister, I saw him turning a page for the Railways and I learned from him at one point of time that cleanliness can come through an attitude of the

[Prof. Saif-Ud-Din Soz]

Minister. It is in his mind. If he is, God forbid, lazy, if he does not take care, if he goes to office to fight with files, that is one thing. But if he wants a change and if he wants to serve India's cause that he will give us cleanliness, he will give us safety without spending a penny, he can do so. Therefore, I want the hon. Minister to take note of developing a situation in his mind to keep the trains clean. I have raised this question before this august House. Mr. Deputy Chairman, Sir, you are a knowledgeable person. This is my conviction that within the available resources, Indians' life can be fuller and richer. We don't require more money. We require conscience. We require awareness of our resources. If the hon. Minister sensitizes his mind, he can give us safety, he can give us cleanliness without spending money. There is a budgetary provision for cleanliness. There is a budgetary provision for safety. There are so many safety measures in law already available before the Minister. It is an attitude of the mind that can change the shape of Railways in this country. Now, as I said, I will mention only main points and I will not repeat what has been said. Sir, both the PPP and the FDI will be a failure for the Minister. I say it with all sense of responsibility. Next year, I may or may not be here, but all my colleagues who are here, God willing, will be alive to see the Minister declaring zero achievement in PPP and -zero achievement in FDI. Sir, in this situation, PPP is something which can never help him in building infrastructure for Railways. The FDI has been opposed by all the unions. Why? It is so because the strategic network will be in difficulty. My challenge to the Minister is that he can never achieve infrastructural development in railways through FDI. Let me tell him this thing.

Sir, coming to cleanliness and safety, the Minister compares India with China. We cannot compare with China at all. I am not afraid of China's development. They have a central authority, we are a democratic country. Perhaps, we are far more free compared to any other country in the world. So, China is no good example for comparing India. We are a democratic country. We have difficulties. We do not have a central authority. But when you come to the development map and compare India with China with assertion, you go wrong. Cleanliness and safety is just an attitude of mind and awareness. Fifteen years ago, China was behind India in rail development. Now, they are far ahead of us. I put a question to the hon. Minister. Do Chinese travel on rooftops of trains? Why do Indians travel on rooftops of trains? It is an attitude of mind. If there is a Minister who wants business, it will stop the next moment, and, the General Manager will be told to...*(Time-bell rings)*...

MR. DEPUTY CHAIRMAN: Please conclude.

PROF. SAIF-UD-DIN SOZ: Nobody should travel on the rooftops, and, it can stop. That instruction can be given. Don't compare with China. China is far ahead. There is no question of comparison. Now, Sir, I come to the issue of bullet trains. I heard with rapt attention to what the Leader of the Opposition said and so many hon. Members have repeated it. Now, regarding Mumbai-Ahmedabad bullet train, for the elitist class, for the crorepatas, as they did in the General Budget, they have responded to the aspirations of the same corporate sector, which had helped them in the paid news, which is now a question with the Election Commission of India.

Hon. Deputy Chairman, Sir, it is a 500-km. stretch. It means ₹ 120 crore per kilometre. Where will you get 60,000 crore of rupees from? I would like to ask the Minister, how can you spend 60,000 crore of rupees on this stretch of 500 kilometres. Is that the need of our country with this level of poverty, with this number of people below the poverty line?

MR. DEPUTY CHAIRMAN: Please conclude.

PROF. SAIF-UD-DIN SOZ: Mr. Deputy Chairman, Sir, the same Budget gives only 100 crore of rupees for techno-eco studies? Is that money enough? (*Time-bell rings*)

MR. DEPUTY CHAIRMAN: Please conclude.

PROF. SAIF-UD-DIN SOZ: Had you organized a survey, it would have yielded you reforms on ground. You have not done that.

MR. DEPUTY CHAIRMAN: Please conclude.

PROF. SAIF-UD-DIN SOZ: Sir, just a moment for Jammu and Kashmir. Sir, regarding Jammu and Kashmir, I caution this Government that it should resist the temptation of taking credit for the development that had already been achieved by the UPA Government. When Modi *ji* went to Katra, he created a situation as if he was giving the railway development to people of Jammu and Kashmir. See his speech. He should have been cautioned that for inaugurating the same stretch, Dr. Manmohan Singh was invited but at the last moment, there was some snag. And he was told that it could happen after two months, and then Modiji went there. There was no contribution from this Government. He should have readily agreed that this was the accomplishment of UPA-II. He did not do that. Now, I raise a question. Udhampur-Katra rail is not moving. He should have this information. That snag is there. (*Time-bell rings*) Now, you can make a contribution. (*Time-bell rings*) I will finish in two minutes.

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Now, you can make a contribution, Mr. Minister. ...*(Interruptions)*... Through you, I am telling him that you start with imagination; you complete the stretch from Katra to Banihal and do it in record time. Then I will salute you. *(Time-bell rings)* Otherwise, you have nothing to show to the people of Jammu and Kashmir. Then, what about surveys? Survey is completed from Jammu to Doda, from Jammu to Poonch, but there is no development there. That is a track on which Army also travels. Coming to Kashmir, where rail development has been a great success, thanks to the late Prime Minister, Shrimati Indira Gandhi, ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Now, please conclude. ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: Surveys should be completed. In Kashmir, there is a celebration of railways. It goes from Anantnag to Baramulla *(Time-bell rings)*

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: Now, complete it. Go to Uri; go to Kupwara. It will be a great development. The Minister, when he rises to speak, Sir, must assure me that Kashmir will be on the Railway map of India. As of now, it is not there. The surveys for train from Baramula to Uri and Kupwara, and Jammu to Doda should be completed.

MR. DEPUTY CHAIRMAN: Okay. Assure the House. ...*(Interruptions)*...

PROF. SAIF-UD-DIN SOZ: It is a celebration. ...*(Interruptions)*... But it is incomplete. When he rises, he must say that he will get Kashmir on the Railway map of India. Thank you.

MR. DEPUTY CHAIRMAN: Thank you very much. Now, Shri G.N. Ratanpuri. He is not there. Then, Dr. Pradeep Kumar Balmuchu.

SHRI TIRUCHI SIVA: Sir, please call the next speaker from the 'Others'. ...*(Interruptions)*. He is not here; please call the next speaker from the 'Others'.

MR. DEPUTY CHAIRMAN: That is what I am doing.

SHRI TIRUCHI SIVA: Next is my name from the 'Others'. If the person is not present, you can call the next person from 'Others'.

MR. DEPUTY CHAIRMAN: That is not the procedure.

SHRI TIRUCHI SIVA: Sir, you called Mr. Ratanpuri. He comes under 'Others.' If he is not present, I thought you will call the next person from 'Others'.

MR. DEPUTY CHAIRMAN: That is not the procedure I am adopting. That is what I am saying.

SHRI TIRUCHI SIVA: Okay.

MR. DEPUTY CHAIRMAN: But if you want to speak now, I can ask him. You are one of the Vice-Chairmen. So, I can do it.

SHRI TIRUCHI SIVA: No, Sir. I will go by the rules.

MR. DEPUTY CHAIRMAN: I thought you wanted to speak last. My impression was that you wanted to speak last.

SHRI TIRUCHI SIVA: Let him speak, Sir.

डा. प्रदीप कुमार बालमुचू (झारखंड) : उपसभापति महोदय, सबसे पहले मैं आपको धन्यवाद देता हूँ कि आपने मुझे इस विषय पर बोलने का मौका दिया। हमारे माननीय रेल मंत्री जी पहली बार रेल बजट इस सदन में रख रहे हैं। बहुत सारे लोगों ने इस चर्चा में भाग लिया। यह बात सही है कि लोगों की बहुत सारी अपेक्षाएँ थीं, जिस तरह से देश की जनता ने इस सरकार को समर्थन दिया था, उन्हें बहुत सारी अपेक्षाएँ थीं कि नए रेल मंत्री आए हैं, इसलिए देश की जनता को बहुत कुछ मिलेगा। लेकिन जब बजट प्रस्तुत किया गया, उसके बाद मैं दावे के साथ कह सकता हूँ कि जो अपेक्षाएँ थीं, उनके अनुरूप यह बजट नहीं आया है। सर, यह ऐसा महत्वपूर्ण विभाग है जिसके अंतर्गत प्रतिदिन करीब 23 मिलियन यात्री यात्रा करते हैं और तीन मिलियन टन माल प्रतिदिन ढोया जाता है। ऐसे महत्वपूर्ण विभाग का मंत्रालय आपको मिला है। मुझे जानकारी है कि आप मोदी जी के बड़े करीब हैं। जब आप यहां आए, यहां पर आने से पहले सारे देश में आप लोगों ने मीडिया के माध्यम से प्रचार-प्रसार किया। जैसा एल.ओ.पी. ने कहा था कि आपका ऐडवर्टाइजमेंट कितना मजबूत है, पूरे देश के लोगों को आपने सपना दिखाया कि अच्छे दिन आने वाले हैं। लोगों ने आप पर विश्वास किया, विश्वास करने के बाद जैसे ही आपकी सरकार आई, तो आपने सबसे बड़ा तोहफा भारतवासियों को दिया। आपने financial discipline के नाम पर 14.2 परसेंट फेयर बढ़ा दिया। उसके साथ ही माल भाड़ा है, उसको भी 6.5 परसेंट बढ़ा दिया। जब आप लोग इधर थे, तो इसको क्रिटिसाइज करते थे और जब आप सत्ता में आ गए, तो अब उसको आप जस्टिफाई कर रहे हैं। दोनों तरफ जनता है और जनता समझ रही है। आज आप सत्ता में आए हैं, जनता ने ही अपना समर्थन दिया है कि आप सरकार चलाइए। पर आपने जनता के साथ धोखा किया। आपको फिर पांच साल के बाद इम्तिहान देना पड़ेगा। आपको फिर पता चलेगा कि आपने जनता को कैसे ठगा है? और जनता कैसे आपको जवाब देगी?

आज अगर हम पूरे बजट को बड़ी गंभीरता से देखें, तो हम साफ शब्दों में कह सकते हैं कि आप financial discipline के नाम से रेल को निजी हाथों में देने के लिए आगे बढ़ रहे हैं। अभी बहुत लोगों ने कहा है कि आप किस तरह से आगे बढ़ रहे हैं, दूसरे और उपाय हैं। कुछ लोगों ने सजेस्ट किया कि आप दूसरे रास्ते से जाइए, public issue जारी करें वहां से पैसा लाइए और

[डा. प्रदीप कुमार बालमुचू]

पब्लिक को यह समझने दीजिए कि रेल उसकी सम्पत्ति है। आप पूरी तरह से तैयार खड़े हैं कारपोरेट घरानों को मदद करने के लिए, लगता है कि आपने ठीक काम किया है। अभी मेरे साथी ने कहा है कि जिन बड़े कॉरपोरेट्स ने चुनाव में मदद की है, अब उनकी कैसे मदद करें, आप उस रास्ते पर आगे बढ़ रहे हैं।

आप देखेंगे कि इस पूरे बजट में गरीब के लिए कुछ नहीं कहा गया है। बुलेट ट्रेन की बात कही गई है। अभी बहुत लोगों ने कहा है कि 60 हजार करोड़ रुपया एक बुलेट ट्रेन के लिए लगेगा। उस बुलेट ट्रेन में कौन बैठेगा, आप बताइए। अभी तो राजधानी ट्रेन में हमारे सभी लोग नहीं बैठ सकते हैं। आप जिस बुलेट ट्रेन की बात कर रहे हैं, उसका भाड़ा कितना होगा? क्या वह हमारे गरीब और आदिवासी आदमी के लिए है? क्या वे गरीब और आदिवासी आदमी उसमें बैठ सकते हैं? आज तो ऐसे गांव हैं, जहां पर लोगों ने ट्रेन नहीं देखी है। हम बुलेट ट्रेन का विरोध नहीं करते, मगर आपको अपनी पॉकेट को टटोलना पड़ेगा। आपको यह देखना पड़ेगा कि आपके पास क्या है, आप कर सकते हैं या नहीं कर सकते हैं? मंत्री जी ने बजट में कहा है कि हम सुरक्षा और सफाई पर ध्यान दे रहे हैं। अच्छी बात है, इसके पहले की सरकार के मंत्री भी इस ओर ध्यान दिये थे मगर आप जैसे ही आए, तो आपने कहा कि हम इस पर विशेष ध्यान देंगे। आप सुरक्षा की बात करते हैं, जैसे ही आप मंत्री बनने के बाद आए, तो यह कहा कि हम सुरक्षा कि ओर विशेष तौर पर ध्यान देंगे। आपको याद होगा पिछले दिनों एक ट्रेन को आनन्द विहार पहुंचना था वह पहुंच गई नई दिल्ली। आप किस्मत वाले हैं कि कोई घटना नहीं घटी। आपने सुरक्षा का एक नमूना पेश किया है। आप सुरक्षा की बात कर रहे हैं, देखिए आपकी ट्रेन कहां से कहां पहुंच रही है।

आपने दूसरी बात क्लीनलिनेस की कही है। हम क्लीनलिनेस के लिए केवल इतना ही कहेंगे कि हमारे यहां से राजधानी ट्रेन चलती है। आप रांची की राजधानी ट्रेन में बैठेंगे, तो आपको पता चल जाएगा कि उसमें टॉयलेट का क्या हाल है। Bed role का क्या हाल है। हम ज्यादा उम्मीद नहीं करते कि आप क्या करेंगे या नहीं करेंगे हम सिर्फ इतना ही चाहेंगे कि आप हमें चूहों और कॉकरोचों से तो निजात दिलवा दीजिए, वही हमारे लिए बड़ी बात है। यदि आप इनसे निजात दिलवा देंगे, तो हम खुश हो जाएंगे कि आपने बहुत बड़ा काम किया है। हम झारखंड से आते हैं, इसलिए थोड़ी झारखंड की बात भी कर लेते हैं।

सर, झारखंड खनिज सम्पदा से भरा पड़ा है यहां की धरती अमीर है मगर यहां रहने वाले लोग गरीब हैं। रेलवे का अधिकतर रेवेन्यू, जो कोयले और लोहे की दुलाई वजह से आता है, वह झारखंड से मिलता है। सबसे ज्यादा रेवेन्यू का कंट्रीब्यूशन झारखंड से है। धनबाद तो सेकेन्ड लार्जस्ट रेवेन्यू देने वाला डिविजन है। जो आपकी साठ डिविजन्स हैं, इनमें रेवेन्यू देने में इसका दूसरा नम्बर है। आपने झारखंड को अपने बजट में मात्र एक ट्रेन दी है टाटा से बेंगलुरु और वह भी मात्र एक दिन। आपको जहां से इतना ज्यादा रेवेन्यू मिल रहा है, कम से कम उसकी तरफ तो ध्यान देना चाहिए। हमारा राज्य पिछड़ा है और उसमें आदिवासी लोग रहते हैं। आप वहां से रेवेन्यू तो ले रहे हैं, मगर उसको कुछ देने की तरफ आपका कदम नहीं बढ़ रहा है। हमारे देश के लिए

सात प्रोजेक्ट्स थे, जिनको पिछली सरकार के द्वारा दिया गया था। आपने उनको फिफ्टी-फिफ्टी परसेंट में किया और आज तक वे प्रोजेक्ट्स आगे नहीं बढ़ सके। जमीन पर नहीं उतर सके। हम आपको रेवेन्यू दे रहे दे रहे हैं, लेकिन आप हमसे भी 50 परसेंट ले रहे हैं। ऐसा राज्य, जो आपको, रेलवे को अधिक रेवेन्यू दे रहा है, वहां पर उनके लिए कुछ सुविधा होनी चाहिए। आपको उनसे कंट्रीब्यूशन नहीं लेना चाहिए। हमारे और भी बहुत से प्रोजेक्ट्स चल रहे हैं, जैसे कि काण्डा-नामकुम रेल लाइन, चक्रधरपुर में ओवरब्रिज, जमशेदपुर का ओवरब्रिज आदि हैं। ये सभी ऐसे प्रोजेक्ट्स हैं, जो आज तक शुरू नहीं हो पाए। सरकार ने घोषणाएं की हैं, लेकिन काम अभी तक शुरू नहीं हुआ है। पैसा भी चला गया है, लेकिन यह काम अभी तक शुरू नहीं हुआ है। हमारी जो अधूरी लाइन है, कोडरमा-हजारीबाग की लाइन बन गई, उसका ट्रायल भी हो गया, लेकिन वहां पर आज तक ट्रेन चलनी शुरू नहीं हुई है। उसी तरह से रांची-लोहरदगा-टोरी लाइन है, यह वर्षों से चल रही है। सुदर्शन भगत जी हमारे मंत्री जी हैं, यह लाइन उन्हीं के क्षेत्र से जाती है आप इसको जल्दी पूरा कीजिए, ताकि जो लोग कोडरमा होकर आते हैं, उनकी दिल्ली की दूरी कम हो जाएगी मैं आपको एक उदाहरण दूंगा कि हमारे यहां एक टाटा-अल्लेपी एक्सप्रेस ट्रेन चलती है। जो करीब-करीब 2358 कि.मी. का सफर तय करती है। उसमें 53 स्टॉपेजेस हैं। उस ट्रेन में अधिकतर साउथ के लोग एवं विशेषकर जो मरीज वेल्लोर में ट्रीटमेंट के लिए जाते हैं, सफर करते हैं। आप यह समझ लीजिए कि यह ट्रेन करीब-करीब 52.35 घंटे चलती है। मैंने कहा है इसके 53 स्टॉपेजेस हैं और इस तरह 28 किलोमीटर पर एक स्टॉपेज है, लेकिन आप उससे एक्सप्रेस का फेयर चार्ज कर रहे हैं, जबकि आपको लोकल ट्रेन का फेयर चार्ज करना चाहिए। यह एक्सप्रेस ट्रेन जरूर है, लेकिन यह एक्सप्रेस ट्रेन चलती नहीं है। जैसा कि मैंने कहा है कि 28 किलोमीटर पर एक एक्सेज स्टॉपेज है, आप इससे समझ लीजिए कि यह ट्रेन कैसे चलती है। उसी ट्रेन में बीमार लोग जा रहे हैं., रास्ते में मर रहे हैं। जैसा कि मैंने कहा है कि वेल्लोर एक बड़ा मेडिकल सेंटर है, वहीं पर हमारे यहां से ज्यादा लोग जाते हैं। हमारी कुछ डिमांड है, जैसे कि टाटा-चिन्नई सुपर फास्ट ट्रेन रांची-गोवा ...**(व्यवधान)**... की ट्रेन, ...**(व्यवधान)**... सर दो मिनट ...**(व्यवधान)**... रांची-अहमदाबाद, रांची-हैदाराबाद, रांची-जयपुर ट्रेन की लोगों की long पेंडिंग डिमांड है, इसके लिए हम आपसे पुनः निवेदन करेंगे कि आप आने वाले समय में इनको जल्दी से जल्दी शुरू किया जाए। कुछ हमारी मांग है, जिसमें माननीय मंत्री जी आपको पैसा लगने वाला नहीं है। ये जो चीजें हैं, जैसे पुरुषोत्तम एक्सप्रेस है, इसकी घाटशिला में स्टॉपेज की बहुत लम्बी डिमांड है, मगर मंत्रालय कहा है स्टॉपेज संभव नहीं है, बिहार के लोगों ने तो अपनी स्टॉपेज करा ली है, मगर जब हम घाटशिला में स्टॉपेज मांगते हैं, तो कहते हैं कि यह कम दूरी है, दूरी बहुत ज्यादा होनी चाहिए, मगर आप दूसरी जगह पर 25 किलोमीटर पर स्टॉपेज दे रहे हैं, मगर पुरुषोत्तम एक्सप्रेस, जहां घाटशिला पर यू.सी.आई.एल. है, एच.सी.एल. है, वहां पर स्टॉपेज नहीं देना चाहते हो। इसमें कोई पैसा नहीं लगने वाला नहीं है।

दूसरी बात रेल भवन की हम यहां देखते हैं कि जब हम रेल भवन को कोई चिट्ठी लिखते हैं, तो रेल भवन से मांगी गई कोई कन्फर्मेशन मुझे नहीं मिलती है, लेकिन जो स्टापन हैं, पदाधिकारी हैं, उनके जो लोग हैं, उनकी टिकट कन्फर्मेशन हो जाती है। हम सांसद हैं, हम लिखकर देते हैं, परंतु उसकी कोई वैल्यू नहीं है। आप जाइए और पता लगाइए कि क्या गड़बड़ी

[डा. प्रदीप कुमार बालमुचू]

है। वहां इमरजेंसी कोटे का पूरा कारोबार पदाधिकारी एंड एजेंटों की मिली भगत से चलता है, इसलिए आपको निश्चित करना पड़ेगा कि सांसद जो लिखते हैं, उसका पूरा सम्मान होना चाहिए। हमारे यहां पर बनांचल ट्रेन चलती है ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Please conclude.

डा. प्रदीप कुमार बालमुचू : हमने उसकी टाइमिंग चेंज करने के लिए कहा था। लोग 300-400 किलोमीटर दूर संधाल परगना से चलकर रांची आते हैं, लेकिन वह वापस 2 बजे जाती है। हमने कहा है कि उसका टाइमिंग 7 बजे कर दीजिए, ताकि सरकारी लोग काम करके वापस जाएं, नहीं तो उनको एक दिन वहां रहना पड़ता है। इसमें आपको क्या दिक्कत है? पहले वह ट्रेन सात बजे चलती थी, मगर आप उसके समय को दो बजे कर दिए हम सिर्फ इतना चाहते हैं कि वह ट्रेन, जो दिन में 2 बजे चलती है, उसका टाइम 7 बजे कर दीजिए ताकि जो लोग दूर से आते हैं, उनको सुविधा हो जाए, उन्हें रात में रहना न पड़े।

हम डी.आर.एम. के बारे में एक बात कहेंगे। हमारे जितने डी.आर.एम. लोग हैं, हमारे राज्य से चार-पांच डी.आर.एम. लोग हैं, आप उनको फोन कीजिए, वो उठाते नहीं हैं। आप फोन कीजिए, पता चलेगा कि उठाते हैं या नहीं उठाते। हम लोग फोन करेंगे, तो उठाएंगे ही नहीं, तो टेलिफोन पर बात नहीं होगी तो समस्या का समाधान कैसे होगा? आपके रेलवे की यह हालत है। कम से कम यह इंस्ट्रक्शन होनी चाहिए कि अगर कोई भी व्यक्ति फोन करता है, तो कम से कम उसका फोन तो उठाएं। अगर फोन नहीं उठाएंगे तो हम बात कैसे करेंगे।

आपने अभी कहा कि आपके पास पैसा नहीं है। हमारे घाटशिला में जो घाटशिला डाक रोड है, हमने कहा है कि उसको हम बना देंगे ...**(व्यवधान)**... हम राज्य सरकार से ...**(व्यवधान)**... बना देंगे ...**(व्यवधान)**... आपके पदाधिकारियों से कहा है, लेकिन आप देना नहीं चाहते हैं। आप कहते हैं कि पैसा हमें दो, हम बनाएंगे ...**(व्यवधान)**... आप बनाना नहीं चाहते हैं ...**(व्यवधान)**... आप कहते हैं पैसा हमको दे दीजिए ...**(व्यवधान)**... रोड बनाने के लिए ...**(व्यवधान)**...

MR. DEPUTY CHAIRMAN: Okay. Please conclude now. Dr. Balmuchu, please conclude.

डा. प्रदीप कुमार बालमुचू : इसलिए हम चाहते हैं कि माननीय मंत्री जी जब आप भाषण दें तो इन सब पर विचार करें। आपने समय दिया, उसके लिए बहुत-बहुत धन्यवाद।

SHRI TIRUCHI SIVA: Mr. Deputy Chairman, Sir, the railway transport has become the lifeline of almost every citizen of India and, therefore, transportation of passengers must be considered a service to the people rather than comparing it to commercial viability.

Sir, the new Minister has got a tough job ahead. When he has to run the Railways people-oriented, he has also to face the challenges and constraints before him. What are

the constraints? Since independence, it is 67 years. The route KM in the Indian Railways have increased only 20 per cent. In the year 2002, in the same House when I was speaking, I mentioned this as 10 per cent. Within a short span of time, ten other per cent has been increased. Now only 20 per cent route KM has been added to what existed when the British left us.

The second is only 317 proposals of the total 696 proposals sanctioned have been completed. In that four proposals which have been sanctioned 30 years before are yet to see the light of the day. In this situation, it is not only complaints, or, finding faults, or, putting forth demands, but you have also something to compliment and appreciate the Minister. One is that the Minister in his Budget speech said that he has a plan to create a diamond quadrilateral network of high speed rail. Second, the Ministry targets to become the largest freight carrier in the world. Third, 4,000 women constables will be recruited who will escort the ladies' coaches. Use of Vehicle Borne Ultrasonic Flaw Detection System is proposed to detect rail and weld fractures. In addition, Ultrasonic Broken Rail Detection System will also be tried at two locations as a Pilot Project. These things are to be appreciated. One more very, very important thing I want to say. In order to overcome delays in project execution, a Project Management Group will be set up at the level of the Railway Board. Similarly, to expedite projects at the ground level, a Project Monitoring and Coordination Group consisting officials of the State Government, Railways and professionals will be set up. Why I underscore this very, very important point, a survey conducted on the managerial attributes, by the IIM Ahmedabad showed the personal integrity of the officers in the Railways and also concern for the external consumers. It is a scale of 1-7. Their concern for external consumers was only 3.15, and whereas openness to ideas was just 3.7.

Now, we can understand the delay for all these projects. Many other things lie in between.

I come to another very, very important point. The Revised Estimates says about the operating ratio. First of all, what is the operating ratio? It is the ratio of the total working expenditure to that of the gross traffic receipts. If the ratio is higher, it indicates the lower ability to generate surplus for capital investments.

Sir, in the previous year, the Budget Estimate of the operating ratio was 87.8 per cent. But the Revised Estimate has resulted in 19.8 per cent. Our Railway Minister before the Railway Budget has hiked the freight fares and passenger fares. In spite of that he has anticipated the gross traffic receipts are expected to increase by 14 per cent to ₹ 1,60,165

[Shri Tiruchi Siva]

crores. In spite of that the Budget Estimate of operative -ratio now is 92.5 per cent. When it was 87.8 per cent, the Revised Estimate showed 90.8 per cent. After having hiked the passenger fare and Freight fare and so many other measures that he has undertaken, the Budget Estimate says 92.5 per cent, so, I am afraid in future I do not know how much it will come to about, and what will be repercussions.

The other working you have to appreciate is the resource management. Other than depending upon totally hiking the freight fares and passenger fares, he has tried to manage by other methods like the FDI, PPP and all these things. Sir, first we may be against these policies. But after the liberalisation era, these things can't be dispensed of. But I would like to say that the FDI and PPP are there in the State Highways and Airways. At the same time, the cost, that had been spent, has, indirectly, been shouldered by the consumers. I am afraid, if at all you are going to bring in FDI or any other thing in the Railways, it should not be, in any manner, a burden on the passengers. Already they are very much burdened. Now we have the Fuel Adjustment Component (FAC), which gives 4.2 per cent hike in the recent passenger fares. I would like to know from the hon. Minister that if the fuel prices come down, what they are going to do with the FAC. Our people are already suffering with escalating costs, prices and everything. And, in this, the FAC is coming inside, though not directly. So, this cannot be a component in a country like ours.

One thing more, Sir. Recently, the Railways met with some fire accident, probably, due to a short circuit. Whenever we travel in an A.C. Coach, we feel comfortable, but we realize that we are not safe. Mr. Minister, why don't you try to have a fire extinguisher in every coach? You may say that it will be stolen. But tell me where things are not stolen. Even when the train is in the yard, things are stolen. So, it is not just by passengers. Then, Sir, I would like to make one small appeal. When Shrimati Rajani Patil spoke, I thought of that. In the year 1996, when I was in the Lok Sabha, I brought to the attention of the then Railway Minister, Shri Ram Vilas Paswan, that toilets in trains did not have mugs at all. Women or children or anybody who use the toilet must be a gymnast to use that tap. After having heard that, Mr. Paswan introduced that, but it was kept only in A.C. Coaches, but it is still not there in Sleeper Coaches. I think the new Railway Minister, whom I believe to be a people-oriented person, would consider this and take care of Sleeper Coaches in which the middle class people travel, and provide mugs which would cost just Rs.3 or Rs.4. You may again say that it may be stolen. But that is not at all a matter. You must consider the fact that because mug is not available, a person is not able to use toilet in a proper manner and, that is why, another person is not able to go inside. These are things which I could mention within the time available.

Then, about leveraging Railway public sector undertaking resources, we would like to know how the leveraging is going to be. Of course, the assets of the Railways are in abundance and they are not being used. Now how you are going to leverage it and in what manner will it pay returns without affecting people? Anything that you may do or you bring in should not affect the common people. Even with regard to bullet trains, some Members have criticized it and some have welcomed it and said that we should not be scared of things. I should say that if a poor man, who is not able to feed his children three times meal a day and is not able to give all essential things, is buying an air-conditioner for his house, how will it be appreciated? Also, when connectivity is not available in many of the States, and many of the places are suffering because of this, why are we going in for a bullet train at an enormous cost and which also needs a separate exclusive line for that train?

Sir, now, I would like to pinpoint some very important things with regard to Tamil Nadu. I would like to second my colleague, Mr. Natchiappan, who spoke here. He very well said that Tamil Nadu has been totally neglected and injustice has been done to us, and he cited certain things as well. Apart from several things, one thing he said about the gauge conversion of the line between Trichy and Manamadurai for which an amount of only ₹ 1 crore has been allotted. I have got some other point. For the Cuddalore-Salem via Virudhachalam line, the latest expected capital cost is ₹ 556 crores. So far, ₹ 152 crores have been spent. Now they have allotted ₹ 1 crore only. Also, for the Manamadurai-Virudhunagar line, ₹ 230 crores are needed, and ₹ 190 crores have been spent, but only ₹ 4 crores have been allotted. For the Dindigul-Pollachi-Palakkad and Pollachi-Coimbatore lines, out of the total cost of ₹ 911 crores, ₹ 709 crores have been spent. And, for this, ₹ 80 crores have been allotted! This is where we find something fishy. The Mayiladuthurai-Thiruvavur-Thiruthiraiipoondi-Karaikudi broad gauge line, on which an amount of only ₹ 9.4 crores has been spent, has been allotted ₹ 1 crore! What Mr. Natchiappan said is that for the Tiruchi-Manamadurai line, they needed ₹ 40 crores more, and then, the work would get completed. But you allotted only ₹ 1 crore, whereas for the Dindigul-Pollachi-Palakkad, you are giving ₹ 80 crores. This only shows that as long as the gauge conversion is within Tamil Nadu, they are allotting only ₹ 1 crore. Once it crosses Tamil Nadu and enters into a part of another State, it gets ₹ 80 crores. I don't want to explain that, but it sounds unpleasant. So also, Sir, (*Time-bell rings*) I am competing. I will not mention any party, so kindly don't bother.

MR. DEPUTY CHAIRMAN: You have taken more time.

SHRI TIRUCHI SIVA: That is why I waited. I waited just to say a few points. Royapuram Station and the expansion of the ICF and Tiruchi Golden Rock workshop has to be elevated to the level of coach or wagon manufacturing section, a train from Trichy to Tirupathi and intercity train from Trichy to Bangalore and so also to Delhi and Bombay have all been (*Time-bell rings*) under request. I have only one last point. It is very, very important, kindly bear with me. I would like to submit it to the Railway Minister. I am particularly making this point because I have tried all the sources and I brought it to the notice of the House. This is a very small issue. I don't think it is worth being presented to the Parliament. Sir, there is a train from Trichy to Tirunelveli, an inter-city express. Sir, let me tell you where all the train stops. After leaving Trichy it stops at Dindigul which is 105 kilometres. After that it stops at Madurai, 57 kilometres; after Madurai it stops at Virudhunagar, 44 kilometres; after that Satur, 28 kilometres; after that Kovilpatti, 22 kilometres; after that Vanchi Maniyachchi, 37 kilometres and then at Tirunelveli, 30 kilometres. Sir, in between Trichy and Dindigul, which has a distance of 105 kilometres, there is one municipality named Manapparai, which is 40 kilometres away. They have been asking for a stoppage and the predecessor of this Ministry signed that. It didn't happen. I went to the Railway Board Chairman. He said, 'Okay, it is logically right.' But nothing happened. I request the Minister to consider the long-pending issue and so also kindly do justice to Tamil Nadu. All our issues have to be addressed, and I wish the Railway Minister success in his future endeavours if at all he goes on. Thank you very much.

श्री विश्वजीत दैमारी (असम) : उपसभापति जी, आज इस रेलवे बजट पर बात करने के क्रम में मैं रेल मंत्री महोदय को थोड़ा सा नॉर्थ-ईस्ट की तरफ ले जाना चाहता हूँ।

आज यहां बहुत सारे सदस्य बातें कर रहे हैं। इस बजट में बताया गया है कि हमारे देश में बुलेट ट्रेन अभी इंटीग्रेटिड की जाएगी और बहुत सारे ऐसे रेलवे ट्रेक्स हैं, जिनको फोर लेन किया जाएगा। लेकिन बहुत दुख की बात है कि नॉर्थ-ईस्ट में अब तक मीटर गेज पर ट्रेन चल रही है। वहां डबल लाइन नहीं है, इलेक्ट्रिक इंजन नहीं है। आज तक रेलवे बजट में जितने भी प्रोजेक्ट्स की घोषणा की गई थी, वे पूरे नहीं हो पाये हैं। तो मैं हमारे मंत्री जी से अनुरोध करूंगा कि वे नॉर्थ-ईस्ट को भी इंडिया के रेलवे मैप पर रखें, नॉर्थ-ईस्ट को छोड़ नहीं देना चाहिए। इसी कारण वहां के लोगों का दिमाग धीरे-धीरे इंडिया से अलग हटता जा रहा है इसलिए मैं पूछना चाहता हूँ कि आज अगर देश में चार लेन ट्रेक बिछाने का काम शुरू हो रहा है, तो नॉर्थ-ईस्ट में ट्रेन मीटर गेज पर क्यों चल रही है? लमडिंग से लेकर अगरतला तक जो रेलवे ट्रेक बिछाया गया है और उस पर रेल चलाई गई है, उसे बहुत देर से बनाया गया। शायद तीन-चार साल ही हुए हैं, लेकिन जिस टाइम में वहां मीटर गेज का ट्रेक बनाया गया। तो यह बहुत दुख की बात है कि यह इन्जस्टिस है। इसी तरह नॉर्थ-ईस्ट के जितने स्टेट्स हैं, उनके साथ जुड़ाव नहीं किया गया। इस बजट में कुछ प्रोजेक्ट्स को पूरा करने का वादा किया गया है। तो मैं आशा रखता हूँ और अनुरोध करता हूँ कि जिस तरह से वादा किया गया है, इसको निभाया जाए। मैं मंत्री जी को धन्यवाद दूंगा कि उन्होंने इस बार बजट में स्पेसिफिकली नॉर्थ-ईस्ट के लिए 5140 करोड़ रुपये की घोषणा

8.00 P.M.

की है। मुझे उम्मीद है कि इस बजट में जो प्रोजेक्ट किया गया है, उससे जरूर आगे से थोड़ा और अच्छा काम हो जाएगा। हमारे यहां बहुत सारी नई लाइनें बिछाने के लिए सर्वे किया गया था और भूटान तक के लिए जाने के लिए भी तीन रेलवे लाइनों का वहां पर सर्वे किया गया है - रंगिया से भूटान के सामद्रुपं जोंगखार, पाठशाला से भूटान के नागलाम और बासुगांव से भूटान के गेलेफु तक। जब प्रधान मंत्री जी भूटान गये थे, तो वहां पर भी घोषणा करके आये थे, लेकिन आज तक हमारे रेलवे मंत्रालय की तरफ से इस काम को अभी तक शुरू नहीं किया गया है। मैं अनुरोध करता हूं कि भूटान से कनेक्ट करने वाले जितने भी प्रोजेक्ट्स की घोषणा की गई है, जितनी जल्दी हो सके इनको शुरू किया जाए। हमारे नॉर्थ-ईस्ट में बहुत सारे आर.ओ.बी., रेल ओवर ब्रिज की जरूरत है। इसके लिए मैंने बहुत बार मुद्दा उठाया, मैं इसके लिए कंसल्टेटिव कमिटी में भी बोल कर आया हूं। आर.ओ.बी. के लिए बहुत सारी कंडीशन्स लगाई गई हैं। इसके लिए कंडीशन यह है कि जहां पर कम जनसंख्या है, वहां आर.ओ.बी. नहीं होगा। लेकिन गांव में पॉपुलेशन कहां से आएगी? जहां हमारे देश में पॉपुलेशन कंट्रोल के लिए कानून लाया गया है और लोगों को सिर्फ तीन बच्चे पैदा करने का निर्देश दिया गया है। आप ज्यादा जनसंख्या वाले क्षेत्रों में ही सारी सुविधाएं क्यों देना चाहते हैं? क्या हमें आर.ओ.बी. के लिए दस-पन्द्रह बच्चे पैदा करने में लग जाना चाहिए। ऐसा कभी नहीं होना चाहिए, पता नहीं ऐसा कौन करता है? जहां कम जनसंख्या है, उस क्षेत्र को हमें एवार्ड देना चाहिए, वहीं पर सारी सुविधाएं देनी चाहिए। जो दस-बीस बच्चे पैदा करते हैं, उनको कुछ भी सरकारी सुविधा मिलनी ही नहीं चाहिए। अगर सरकारी सुविधा मिलनी है, तो वह सिर्फ तीन बच्चे वाले को ही मिलनी चाहिए, जिसका हमारी सरकार ने जिक्र किया है। अगर आप सुविधा देने के लिए जनसंख्या का पैमाना रखेंगे, तो जिन लोगों ने पॉपुलेशन कंट्रोल में मदद की है, उनको सरकारी सुविधा कभी भी नहीं मिल पाएगी। इसलिए आप पॉपुलेशन के पैमाने को छोड़िए और जहां जरूरी है, वहां पर यह सुविधा दीजिए। जहां आर.ओ.बी. की आवश्यकता है, वहां पर आर.ओ.बी. होना चाहिए। जहां पर रेलवे लेवल क्रॉसिंग की आवश्यकता है, वहां पर वह बनना चाहिए, इसमें पॉपुलेशन की कोई कंडीशन नहीं लगानी चाहिए। अगर इसमें पॉपुलेशन की कंडीशन लगाई जाती है, तो पॉपुलेशन कंट्रोल के बारे में बात करना भी छोड़ देना चाहिए और इससे संबंधित कानून को वापस ले लेना चाहिए।

मैं माननीय मंत्री जी से अनुरोध करता हूं कि लास्ट इयर का जो बजट था, उसमें घोषणा की गई थी कि गुवाहाटी में कोच फैक्ट्री लगाई जाएगी, लेकिन वहां अभी तक कोई काम शुरू नहीं हुआ है। असम के बोंगाईगांव में एक इंडस्ट्रियल पार्क बनाने की बात थी, वह भी अब तक शुरू नहीं हुआ है। इसको करना बहुत जरूरी है। जितने भी प्रोजेक्ट्स की घोषणा की गई है, उन प्रोजेक्ट्स को समय पर पूरा किया जाए। बजट में जितनी भी घोषणाएं की गई हैं, अगर उनको पूरा नहीं किया जाएगा, तो हम इस पर कैसे विश्वास करेंगे? रेल मंत्रालय में बहुत सारी प्लानिंग की गई है और यह हम लोगों को नहीं मिल रहा है। इसमें बहुत सारे कमिटमेंट्स हैं, लेकिन मेरे पास समय नहीं है, इसलिए मैं इतना बोलना नहीं चाहता हूं, मैं सिर्फ अपनी सेंटीमेंट को बता रहा हूं।

साफ-सफाई के बारे में हम लोग बोल रहे हैं, लेकिन सारे पुराने कोचेज को ही नॉर्थ-ईस्ट में भेजा जाता है। वहां के लोगों की शिकायत है कि एम.पी. लोग यहां पर इस मुद्दे को क्यों नहीं उठाते हैं कि एक भी नई ट्रेन को नॉर्थ-ईस्ट से क्यों नहीं शुरू किया जाता है? हम यहां साफ-सफाई के बारे में बोल रहे हैं, हमारी ट्रेन के कोच के टॉयलेट में पानी रहता ही नहीं है, क्योंकि

[श्री विश्वजीत दैमारी]

पुराना कोच होता है और उसकी टंकी फटी हुई होती है। हमारी हालत इस तरह की है। इसलिए माननीय मंत्री जी से हमारा अनुरोध है कि स्पेशली किसी ऑफिसर को यह जिम्मेदारी दे दीजिए कि वे नॉर्थ-ईस्ट में जाकर, हमारे एम.पी.जे. ने जो भी शिकायतें की हैं, उनको वे अच्छी तरह से देखें और इन समस्याओं को समाधान के लिए कोशिश करें। मैं इतना ही अनुरोध करके अपनी बात समाप्त करता हूँ। धन्यवाद।

MR. DEPUTY CHAIRMAN: Thank you Daimaryji. Now, I have 2-3 requests from hon. Members just to put in their demands. I am allowing them two minutes each. But, adhere to two minutes. I am very particular about time. So, now, Shri Munavver Saleem.

चौधरी मुनव्वर सलीम : माननीय उपसभापति महोदय, रेल बजट पर पिछले दो दिनों में काफी बोला जा चुका है। ऐसे खूबसूरत और हंसमुख मंत्री जी और उनका शानदार बजट। मैं उनकी आलोचना नहीं, बल्कि उन्हें संक्षेप में दो मिनट में कुछ मशवरे देना चाहता हूँ। एक शायर का शेर है,

“उठा ना शीशा गराने फरन्ग के एहसां,
सिफाले हिन्द से मीना व जाम पैदा करा”

बजट की बुनियादी खराबी यह है कि सिफाल कहते हैं मिट्टी को, बजट की बुनियादी खराबी यह है कि बजट एफ.डी.आई. के ऊपर डिबेट करता है। अल्लामा इकबाल ने वर्षों पहले कहा था कि हिन्दुस्तान की मिट्टी से सोना बनाना सीखो, विदेशियों का अहसान लेना छोड़ो। उपसभापति महोदय, एक चीज जो देखने में आई, वह यह आई कि जब सुबह माननीय नेता प्रतिपक्ष बोल रहे थे तो कम्पेरेटिवली अपना बजट बता रहे थे और वह जब बुलेट ट्रेन के संदर्भ में बोल रहे थे तो उन्होंने कहा है कि इस ट्रेन का नाम बदल दिया है, इसको बुलेट ट्रेन कर दिया जबकि हमने इसको फास्ट ट्रेन नाम दिया था। हम बीच वाले यह जान गए हैं कि ये दोनों लोग एक हैं, वे 26 परसेंट एफ.डी.आई. लाते हैं और ये 49 परसेंट एफ.डी.आई. लाते हैं। हम बीच वाले लोगों का यह एतराज है कि यह बजट कर्ज के ऊपर डिपेंडेंट है। माननीय उपसभापति महोदय, बजट की गुणवत्ता इससे पता चलती है कि समाज का वह निचला वर्ग, वे 2 करोड़ 30 लाख लोग जो रोज ट्रेन में चलते हैं जिन्हें देखकर गांधी जी ने थर्ड क्लास में चलना शुरू कर दिया था, वह समाज का आखिरी आदमी जो कल भी परेशान था और आज भी परेशान है, बजट का फायदा उसे कितना मिल रहा है? माननीय मंत्री जी, डा. लोहिया ने कहा था कि धर्म एक दीर्घकालीन राजनीति है और राजनीति एक अल्पकालीन धर्म है। आप ऐसे मुकाम पर बैठे हैं कि अगर आप चाहें तो उस आखिरी आदमी की सेवा कर सकते हैं। जो कल भी पैसेंजर ट्रेन का इंतजार कर रहा था, जो कल भी उपेक्षा की जिंदगी गुजार रहा था और आज भी गुजार रहा है। इस बजट को उन लोगों के लिए कहा जा सकता है जो एयरकंडीशनर्स में बैठने वाले कभी दो परसेंट थे, अंग्रेजी बोलने वाले बढ़कर 3 हो गए, 5 हो गए, 7 हो गए, 10 हो गए, 15 हो गए लेकिन 85 परसेंट लोग इस बजट से फेजयाब नहीं हो रहे हैं, यह मैं दावा करता हूँ। मैं माननीय मंत्री जी से अनुरोध करता हूँ कि उनके बारे में सोचें। मैंने पहले कहा कि मैं आलोचना नहीं मशवरा देने खड़ा हुआ हूँ।

माननीय उपसभापति महोदय, मैं उत्तर प्रदेश से राज्य सभा में आता हूँ। प्रधान मंत्री जी जब उत्तर प्रदेश पहुंचे हैं तभी प्रधान मंत्री बने हैं, वरना मुख्य मंत्री थे। उत्तर प्रदेश की उपेक्षा की गई है। माननीय उपसभापति महोदय, आप यहीं से चलिए, गाजियाबाद से चलिए, मुरादाबाद पहुंचिए, रामपुर पहुंचिए, बरेली पहुंचिए, बदायूं पहुंचिए और मैनपुरी पहुंचिए, इटावा पहुंचिए, फिरोजाबाद पहुंचिए लेकिन उत्तर प्रदेश के लिए बजट में कुछ नया नहीं दिया गया। उत्तर प्रदेश जो हिन्दुस्तान का सबसे बड़ा सूबा है, जहां एक-चौथाई आबादी रहती है। माननीय उपसभापति महोदय, मैं रहने वाला विदिशा का हूँ। ...**(समय की घंटी)**... महोदय, बस, एक मिनट और। मैं रहने वाला विदिशा का हूँ। यह कहा जाता है कि विदिशा मध्य प्रदेश में भारतीय जनता पार्टी का घरौंदा है, जहां से राजमाता सिंधिया जी, जहां से वाजपेयी जी, जहां से 5 बार शिवराज सिंह जी, जहां से आज सुषमा स्वराज जी नुमाइंदगी करती हैं, इसके बाद भी विदिशा का सिरोंज इलाका, रायसेन इलाका, बेगमगंज इलाका और वहां के बच्चे टेलीविजन पर पूछते हैं कि क्या ट्रेन हिन्दुस्तान में चल रही हैं? मैं कहना चाहता हूँ कि जब हिन्दुस्तान को आजादी मिली थी उस वक्त 50 हजार किलोमीटर लाइन अंग्रेज डाल चुका था। वे दोनों लोग जो आज अपने विकास की बात कर रहे हैं उन्होंने सिर्फ 15 हजार किलोमीटर रेल लाइन डाली है। मैं इनको नहीं, देश को सुनना चाहता हूँ कि यह इनके विकास की दर है। ...**(समय की घंटी)**... हमें बुलेट ट्रेन और फास्ट ट्रेन की जरूरत नहीं है। महोदय, हमें जरूरत है पैसेंजर ट्रेन की, हमें जरूरत है रेल लाइन की, ताकि साढ़े सात लाख गांव ट्रेन लाइन से जुड़ सकें। महोदय, आपने मुझे वक्त दिया, इसके लिए बहुत-बहुत शुक्रिया। ...**(व्यवधान)**... माननीय मंत्री जी, मेरे विदिशा को कर्णाटक एक्सप्रेस स्टॉप दे दीजिए। ...**(व्यवधान)**...

† **چودھری منور سلیم (اٹر پردیش) :** مائے اپ سبھا پتی مہودے، ریل بجٹ پر پچھلے دو دنوں میں کافی بولاجا چکا ہے۔ ایسے خوبصورت اور بنس مکھ منتری جی اور ان کا شاندر بجٹ، میں انکی اوجھانہیں، بلکہ انہیں سنکشیپ میں دو منٹ میں کچھ مشورہ دینا چاہتا ہوں۔ ایک شاعر کا شعر ہے

اتھا نہ شیشہ گران فرنگ کے احسان
سفال بند سے مینا و جام پیدا کر

بجٹ کی بنیادی خرابی یہ ہے کہ سفال کہتے ہیں مٹی کو، بجٹ کی بنیادی خرابی یہ ہے کہ بجٹ ایف۔ڈی۔آئی۔ کے اوپر ڈبیٹ کرتا ہے۔ علامہ اقبال نے سالوں پہلے کہا تھا۔ کہ بندوستان کی مٹی سے سونا بنانا سیکھو، ودیشیوں کا احسان لینا چھوڑو۔ اپ سبھا پتی مہودے، ایک چیز جو دیکھنے میں آئی، وہ یہ آئی کہ جب صبح مائے نینا پرتی پکش بول رہے تھے تو کمپریٹیولی اپنا بجٹ بتا رہے تھے اور وہ جب بلٹ ٹرین کے سندربہ میں بول رہے تھے تو انہوں نے کہا کہ اس ٹرین کا نام بدل دیا ہے، اس کو بلٹ ٹرین کر دیا جبکہ ہم نے اس کو فاسٹ ٹرین کا نام دیا

†Transliteration in Urdu Script.

تھا۔ ہم بیچ والے یہ جان گئے ہیں کہ یہ دونوں لوگ ایک ہیں، وہ 26 فیصد ایف۔ڈی۔آئی۔ لاتے ہیں اور یہ 49 فیصد ایف۔ڈی۔آئی۔ لاتے ہیں۔ ہم بیچ والے لوگوں کا یہ اعتراض ہے کہ یہ بجٹ قرض کے اوپر ڈپینڈنٹ ہے۔

مائنے اپ سبھا پتی مہودے، بجٹ کی گنوٹہ اس سے پتہ چلتی ہے کہ سماج کا وہ نچلا ورگ، وہ 2 کروڑ 30 لاکھ لوگ جو روز ٹرین میں چلتے ہیں جنہیں دیکھ کر گاندھی جی نے تھرڈ کلاس میں چلنا شروع کر دیا تھا، وہ سماج کا آخری آدمی جو کل بھی پریشان تھا اور آج بھی پریشان ہے، بجٹ کا فائدہ اسے کتنا مل رہا ہے؟ مائنے منتری جی، ڈاکٹر لوبیا نے کہا تھا کہ دھرم ایک دیردھہ-کالین راجنیتی ہے اور راجنیتی ایک الپ-کالیکن دھرم ہے۔ آپ ایسے مقام پر بیٹھے ہیں کہ اگر آپ چاہیں تو اس آخری آدمی کی سیوا کر سکتے ہیں۔ جو کل بھی پیسنجر ٹرین کا انتظار کر رہا تھا، جو کل بھی اپیکشا کی زندگی گزار رہا تھا اور آج بھی گزار رہا ہے۔ اس بجٹ کو ان لوگوں کے لئے کہا جا سکتا ہے جو انٹرکنڈیشنڈس میں بیٹھنے والے کبھی 2 فیصد تھے، انگریزی بولنے والے بڑھ کر 3 ہو گئے، 5 ہو گئے، 7 ہو گئے، 10 ہو گئے، 15 ہو گئے لیکن 85 فیصد لوگ اس بجٹ سے فیضیاب نہیں ہو رہے ہیں۔ یہ میں دعویٰ کرتا ہوں۔ میں مائنے منتری جی سے درخواست کرتا ہوں کہ ان کے بارے میں سوچیں۔ میں نے پہلے کہا کہ میں اُلوجنا نہیں مشورہ دینے کھڑا ہوا ہوں۔

مائنے اپ سبھا پتی مہودے، میں اتر پردیش سے راجیہ سبھا میں آتا ہوں۔ پردھان منتری جی جب اتر پردیش پہنچے ہیں تبھی پردھان منتری بنے ہیں، ورنہ مکھیہ منتری تھے۔ اتر پردیش کی اپیکشا کی گئی ہے۔ مائنے اپ سبھا پتی مہودے، آپ یہیں سے چلئے، غازی آباد سے چلئے، مرادآباد پہنچئے، رام پور پہنچئے، بریلی پہنچئے، بدایوں پہنچئے اور مین پوری پہنچئے، اتاوا پہنچئے،

فیروزآباد پہنچنے لیکن اتر پردیش کے لئے بجٹ میں کچھ نیا نہیں دیا گیا۔ اتر پردیش جو ہندوستان کا سب سے بڑا صوبہ ہے، جہاں ایک-چوتھائی آبادی رہتی ہے۔

مائنے اپ سبھا پتی مہودے، میں رہنے والا ودیشا کا ہوں۔۔۔(وقت کی گھنٹی)۔۔۔ مہودے، بس، ایک منٹ اور۔ میں رہنے والا ودیشا کا ہوں۔ یہ کہا جاتا ہے کہ ودیشا مدھیہ پردیش میں بھارتیہ جنتا پارٹی کا گھروندہ ہے جہاں سے راج-ماتا سندھیا جی، جہاں سے واجپئی جی، جہاں سے 5 بار شیوراج سنگھ جی، جہاں سے آج سشما سوراج جی نمائندگی کرتی ہیں، اس کے بعد بھی ودیشا کا سرونج علاقہ، رائے سین علاقہ، بیگم گنج علاقہ اور وہاں کے بچے ٹیلی ویژن پر پوچھتے ہیں کہ کیا ٹرین ہندوستان میں چل رہی ہے؟ میں کہنا چاہتا ہوں کہ جب ہندوستان کو آزادی ملی تھی اس وقت 50 ہزار کلو میٹر لائن انگریز ڈال چکے تھے۔ وہ دونوں لوگ جو آج اپنے وکاس کی بات کر رہے ہیں انہوں نے صرف 15 ہزار کلو میٹر ریل لائن ڈالی ہے۔ میں ان کو نہیں، دیش کو سنانا چاہتا ہوں کہ یہ ان کے وکاس کی در ہے۔۔۔(وقت کی گھنٹی)۔۔۔ ہمیں بلت ٹرین اور فاسٹ ٹرین کی ضرورت نہیں ہے۔ مہودے، ہمیں ضرورت ہے پیسنجر ٹرین کی، ہمیں ضرورت ہے ریل لائن کی، تاکہ ساڑھے سات لاکھ گاؤں ٹرین لائن سے جڑ سکیں۔

مہودے، آپ نے مجھے وقت دیا، اس کے لئے بہت بہت شکریہ۔۔۔(مداخلت)۔۔۔ مائنے منتری جی، میرے ودیشا کو کرناٹک ایکسپریس اسٹاپ دے دیجئے۔۔۔(مداخلت)۔۔۔

(ختم شد)

श्री राजपाल सिंह सैनी (उत्तर प्रदेश) : माननीय उपसभापति जी, मैं आपको धन्यवाद देता हूँ कि आपने मेरा अनुरोध स्वीकार किया और साथ ही बहन मायावती को धन्यवाद देता हूँ जिनकी कृपा से मुझे आज यहां बोलने का अवसर मिला है।

महोदय, मैं आपका ज्यादा समय नहीं लूंगा, लेकिन माननीय गौड़ा जी और माननीय सिन्हा जी का ध्यान जरूर चाहूंगा। मेरे सिर्फ दो छोटे-छोटे अनुरोध हैं जिनकी ओर मैं गौड़ा जी की तवज्जह चाहूंगा। मैंने इनके बारे में माननीया ममता जी से अनुरोध किया था, उसके बाद त्रिवेदी जी रेल मंत्री बने, उसके बाद राय साहब बने, उसके बाद बंसल साहब बने, फिर खरगे साहब बने और अब आप हैं, इसलिए आज आप से अनुरोध कर रहा हूँ। मैं सिन्हा साहब से उम्मीद कर रहा हूँ क्योंकि एक लंबे अरसे के बाद उत्तर प्रदेश से किसी व्यक्ति को मंत्री बनने का मौका मिला है।

महोदय, हमारे यहां मेरठ से सहारनपुर तक रेलवे लाइन के दोहरीकरण का काम अटका

[श्री राजपाल सिंह सैनी]

पड़ा है। यह आज से नहीं बल्कि वर्षों से अटका पड़ा है। हम आप से बार-बार अनुरोध करते हैं कि आप वहां रेलवे लाइन के दोहरीकरण का काम पूरा करा दो। यह न होने से घंटों रेलगाड़ियां वहां खड़ी रहती हैं। अगर इस लाइन का दोहरीकरण हो जाए तो वहां उन्हें इंतजार न करना पड़ेगा। उत्तर प्रदेश से माननीय सिन्हा साहब मंत्री हैं। वे मेरी इस मांग को लिख भी रहे हैं। मुझे उम्मीद है कि वे इसे पूरा करेंगे।

गौड़ा साहब, मुझे उम्मीद थी कि इस बजट में निश्चित रूप से हमारा यह काम हो जाएगा, लेकिन ऐसा लगता है कि जो पश्चिमी उत्तर प्रदेश के खड़ी हिन्दी बोलने वाले लोग हैं, उनसे आप कुछ नाराज हैं। मंत्री जी, हिन्दी तो हिन्दुस्तान की मातृभाषा है। मेरा आपसे अनुरोध है कि आप दोहरीकरण के काम को पूरा करवाएं। मैं आपको यह भी बताना चाहूंगा कि मेरठ के साथ ही मुजफ्फरनगर और सहारनपुर से भी एक एरिया टच करता है और वहां से आपके ही मेंबर ऑफ पार्लियामेंट चुनकर आए हैं, इसलिए मेरी इस मांग पर हम लोगों का अधिक जोर पड़ता है। दूसरी बात, सिन्हा साहब, मैं आपसे अनुरोध करूंगा कि नौचंदी एक्सप्रेस सहारनपुर से चलकर लखनऊ पहुंचती है। उस लाइन पर सिर्फ एक ही गाड़ी है जो हमारी राजधानी को जोड़ती है। हम इसलिए दूसरी गाड़ी की मांग नहीं कर रहे हैं क्योंकि जब तक एक दोहरीकरण नहीं होता, तब तक हम आपसे क्या डिमांड करें? महोदय, उस गाड़ी में एसी फर्स्ट क्लास का सिर्फ एक डिब्बा लगता है। वह मेरठ से लगता है और उसे मेरठ में ही काट लिया जाता है। मेरा अनुरोध है कि अगर वह एसी कोच सहारनपुर तक चले तो आपकी बड़ी मेहरबानी होगी।

महोदय, आपने मुझे दो मिनट का समय दिया है। मुझे माफ करें, बहुत लोगों पर आपकी बहुत-बहुत विशेष कृपा रहती है, अगर मेरे जैसे सदस्य पर आपकी कृपा ही रहेगी तो मुझे बहुत अच्छा लगेगा।

श्री उपसभापति : ऐसा नहीं है। आप मेरे बहुत अच्छे दोस्त हैं। ...**(व्यवधान)**...

श्री राजपाल सिंह सैनी : मेरे जैसे सदस्य पर भी कृपा रखें, तो मेहरबानी होगी। मैं अपनी बात समाप्त करता हूं। धन्यवाद।

श्री उपसभापति : आप मेरे बहुत अच्छे दोस्त हैं। आप हमेशा मेरे दिल में हैं। श्री बसावाराज पाटिल। कृपया दो मिनट में अपनी बात समाप्त करें।

श्री बसावाराज पाटिल (कर्णाटक) : माननीय उपसभापति जी, जिस पेड़ पर अच्छे फल लगते हैं, लोग उसी को पत्थर मारते हैं। सब लोग रेल मंत्रालय से नाराज भी है, लेकिन सब लोग रेल मंत्रालय से कुछ न कुछ मांगते भी हैं। मैं भी उन्हीं में से एक हूं। मैं सीधे मांगने का काम करूंगा, पत्थर नहीं मारूंगा। मैं मंत्री जी से आशा करता हूं कि वे ऑन-गोइंग कामों को पूरा करेंगे। महोदय, बीदर और गुलबर्गा को जोड़ने का 80 परसेंट काम ही हो पाया है, उसे पूरा करने से केवल बीदर और गुलबर्गा को की लाभ नहीं मिलेगा बल्कि बंगलुरु से दिल्ली पहुंचने की जर्नी ढाई घंटे कम हो जाएगी। इससे देश की भी बहुत बचत होगी। मैं प्रार्थना करता हूं कि इस रेल लाइन का काम जल्दी-से-जल्दी पूरा करें। इसके अलावा Gulbarga is a heart place of Karnataka. जो लोग पुरानी हैदराबाद स्टेट से आते हैं, वे जानते हैं। हम अलग राज्य नहीं मांग रहे हैं। सरकार ने

वहां एक रेलवे डिवीजन बनाने की घोषणा की है। महोदय, आने वाले 10 सालों में वहां की आबादी 20 लाख हो जाएगी। इसलिए अगर आप उस काम को तीव्र गति से पूरा करेंगे तो वहां की जनता को बहुत खुशी होगी। आप इस बारे में भी त्वरित कदम उठाएं।

तीसरी बात, हैदराबाद और गुलबर्गा के बीच में इंटरसिटी ट्रेन की घोषणा हुई है, लेकिन अभी तक वह ट्रेन चालू नहीं हुई है। अगर आप हैदराबाद-गुलबर्गा इंटरसिटी और हैदराबाद-रायचूर इंटरसिटी - ये दो फास्ट पैसेंजर ट्रेन्स शुरू करेंगे, तो वहां की जनता को अत्यंत संतोष होगा। इसलिए माननीय मंत्री जी इन ट्रेन्स को शुरू कराने की ओर ध्यान दें।

महोदय, मैं बुलेट ट्रेन का स्वागत करता हूं। शुरू-शुरू में राजधानी ट्रेन केवल अमीरो के लिए लगती थी। आज देश में कितनी राजधानी ट्रेन्स चल रही हैं। इसी तरह अगर देश में 10 बुलेट ट्रेन्स, बड़ी-बड़ी सिटीज को जोड़ने के लिए चलाई जाएंगी, तो यह एक अच्छा कदम है। लेकिन अगर आप एक लाख अस्सी हजार करोड़ रुपए में से एक ट्रेन के लिए साठ हजार करोड़ रुपए खर्च करते हैं, तो बाकी सभी योजनाओं का कैसे करेंगे? अगर आप कहीं से भी पैसा लाकर बाकी योजनाओं पर काम करते हैं, तो उससे गरीबों को लाभ होगा। आप इसके बारे में सोचिए। मैं आपसे यह प्रार्थना करूंगा।

महोदय, दूसरी मुझे एक बड़ी चिंता यह तो रही है कि न जाने कितने लोगों को रेलवे कोच फैक्टरी की गारंटी दे दी गई है, क्योंकि सभी लोग रेलवे कोच फैक्टरी, रेलवे कोच फैक्टरी बोल रहे हैं। भविष्य में ऐसा कोई आश्वासन न मिले, इसके बारे में भी माननीय मंत्री जी चिंता करें। अंत में मैं एक बात बोलना चाहूंगा कि जो लोग पहले सरकार में थे, यू.पी.ए. वन, यू.पी.ए. टू वाले, वे कहते हैं कि सारा हमारा ही कॉपी कर रहे हैं। जब यह सरकार आपकी ही कॉपी कर रही है, तो फिर गालियां क्यों दे रहे हैं? आप आंख मूंद कर समर्थन कीजिए। मन में बड़ी तकलीफ होती है, एक तरफ कहते हैं कि हमारी कॉपी करते हैं, दूसरी तरफ गालियां भी देते हैं।

श्री उपसभापति : ठीक है। बस हो गया, बैठिए।

श्री बसावाराज पाटिल : तो मैं अपनी मांगों को रखते हुए प्रार्थना करता हूं कि सरकार इन पर जल्दी से जल्दी काम करे। हमारे यहां भी एक रेलवे कोच का वादा किया गया है, उसको भी आप पूरा कर दें। धन्यवाद।

DR. T. SUBBARAMI REDDY (Andhra Pradesh): Sir, the Members of Parliament, the people of Vishakhapatnam, Andhra Pradesh, almost everybody has been demanding for creation of a new railway zone. The Minister says that he has constituted a Committee and he is waiting for the Committee's report. I do not believe in Committee. Committee is nothing, but only his own officers. I demand for a new railway zone in Andhra Pradesh. And, for this purpose, Vishakhapatnam is the most appropriate place from every angle. Vishakhapatnam is the biggest city, after Hyderabad, in Andhra Pradesh. Therefore, I want a categorical assurance in this regard and give *ananda*, the happiness, to the people of Andhra Pradesh.

Thank you very much.

SHRI MADHUSUDAN MISTRY (Gujarat): Sir, first of all, I must appreciate the hon. Minister for patiently listening to all the Members. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I am also listening. ...*(Interruptions)*... I am also listening. ...*(Interruptions)*...

SHRI MADHUSUDAN MISTRY: Yes, Sir, you are also listening. There are two-three things, which I would like to say. Earlier, there was a train between Ahmedabad and Udaipur. This project was, in fact, sanctioned for worth 700 crores of rupees for converting metre gauge line into a broad gauge line between Ahmedabad-Himmat Nagar-Udaipur. This line passes through a tribal area. I can very well understand that commercial viability is the main factor in deciding the railway lines. But, I must also mention that there are tribal areas too in this country. They also need certain kinds of services. And, train really boosts the economics development in any region. So, I will be very happy if that project is started again.

Number two, there is a thirty-kilometre stretch between Modasa and Shyamlaji, which is directly linking Udaipur to Mumbai. There is a railway line between Ahmedabad and Mumbai. But Udaipur-Modasa-Ahmedabad-Mumbai can open up another route. It is just a thirty-kilometre stretch. Rupees sixty crore has been sanctioned for this purpose. Survey has also been done. But I do not know when the laying of railway line will start.

Number three, Ahmedabad-Delhi Rajdhani starts from Ahmedabad and its first stoppage is Mehsana. The Sabarmati Railway station is only five kilometres. And, now, the city of Ahmedabad has expanded so much that this station has come in the midst of the city.

The pressure can be, in fact, decreased from Ahmedabad, the main Railway station, if we give a stoppage to Rajdhani in Sabarmati.

Then, Sir, the point about cleanliness, etc., has been stressed by Saif-ud-Dinji. If you look at the Ashram Express and other trains which have been passing through Ahmedabad to Delhi, I would say their cleanliness is worth noting. In fact, I would really be happy if it has been started as a campaign. He has mentioned to us that it is the mindset that we will have to change and kind of a work that has to be taken from the start. That is what I would demand.

The other thing about which I would request you is this. I am given to understand that MPs have a quota of two seats in the train. I think that has to be adhered to and respected because their succeeding in getting their tickets sanctioned and reserved is a

herculean task. If the Divisional Managers and the General Managers take note of it, it will be helpful. Otherwise, you may remove this quota. There is no need of it because, sometimes, we also feel humiliated. You write a letter and it is not being honoured. *(Time-bell rings)*

Sir, my last point is, for ROB, the State Government has to contribute 50 per cent. I suggest that either that money is to be deposited to the Government of India straight as the entire work has to be done by the Railway Ministry. Dividing the work between the Centre and the State takes long time.

My last point to the Minister is that there are so many projects which the Government of Gujarat has referred to the Railway Ministry. These are pending for quite a long time. Now since the Gujarat Government also has a BJP Government and here is also a BJP Government, I hope this long pending complaint of injustice to Gujarat will be removed by the new Railway Ministry. I will indeed be grateful if all those projects are sanctioned. Thank you very much. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: How can there be injustice to Gujarat? ...*(Interruptions)*... Okay, Dr. Prabhkar Kore.

DR. PRABHKAR KORE (Karnataka): Sir, I want to take just two minutes.

MR. DEPUTY CHAIRMAN: Yes, two minutes. The last speaker.

डा. प्रभाकर कोरे : महोदय, रेल मंत्री जी ने बजट में एक नया युग दिखाया है, इसलिए I am very thankful to him on behalf of the whole country. But, at the same time, I am a little unhappy. I think, Mr. Sadananda Gowda is the eleventh Railway Minister from Karnataka since Independence. ...*(Interruptions)*... कर्णाटक से 11 मंत्री बन चुके हैं, लेकिन ब्रिटिश ने जो रेल लाइन बिछाई थी, उससे एक किलोमीटर ज्यादा भी लाइन नहीं बढ़ी है। इनसे कर्णाटक के लोगों को बहुत एक्सपेक्शन्स थी, क्योंकि ये वहां चीफ मिनिस्टर रह चुके हैं और इन्होंने वहां बहुत काम किया था। इसलिए कर्णाटक के लोग इनसे एक्सपेक्ट कर रहे थे, लेकिन वहां कुछ भी नहीं हुआ। हमारा जो नॉर्थ कर्णाटक है, जिस 'मुम्बई कर्णाटक' बोलते हैं, वहां मैक्सिमस सुगर इंडस्ट्रीज हैं। We have maximum sugar industries there. In the whole country, we are number three. जो शुगर वहां से नॉर्थ ईस्ट को जाती है, we have the biggest problem of wagons and space. तो वह भी हम एक्सपेक्ट कर रहे थे।

दूसरी हुबली से बेलगाम is one-hour drive by car. But if you come by train, it will take minimum four hours because the British people have put that line through forests. अब फॉरेस्ट्स ज्यादा नहीं रह गए हैं और इसका तो पिछली बार सर्वे भी हुआ था, तो उस नई लाइन के लिए भी हमारी इच्छा थी। दूसरे, हुबली से मुम्बई, क्योंकि हमारे कनेक्शन मुम्बई से ज्यादा है बिजनेस के सिलसिले में, तो अभी जो वीकली ट्रेन है, हफ्ते में एक दिन, उसे हमने सात

[डा. प्रभाकर कोरे]

दिन करने के लिए कहा था, वह भी नहीं हुआ, इसलिए I request that, at least, announce a new train for Hubli-Mumbai which must run every day. We very badly need it. With these words, I conclude. Thank you.

MESSAGE FROM LOK SABHA

Constitution of a Committee on Welfare of Other Backward Classes

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:

“I am directed to inform you that Lok Sabha, at its sitting held on Tuesday, the 22nd July, 2014, adopted the following motion:-

‘(1)(a) That a Committee of both the Houses, to be called the Committee on Welfare of Other Backward Classes (OBCs) be constituted, consisting of thirty members, twenty from Lok Sabha and ten from Rajya Sabha, to be elected in accordance with the system of proportional representation by means of the single transferable vote:

(b) That a Minister shall not be eligible for ejection as a Member of the Committee and that if a Member after his election to the Committee is appointed a Minister, he shall cease to be a Member thereof from the date of such appointment;

(c) That the Chairperson of the Committee shall be appointed by the Speaker from amongst the Members of the Committee;

(2) That the functions of the Committee shall be:-

(i) To consider the reports submitted by the National Commission for Backward Classes set up under The National Commission for Backward Classes Act, 1993 and to report to both the Houses as to the measures that should be taken by the Union Government in respect of matters within the purview of the Union Government including the Administrations of the Union Territories;

(ii) To report to both the Houses on the action taken by the Union Government and the Administrations of the Union Territories on the measures proposed by the Committee;

(iii) To examine the measures taken by the Union Government to secure due representation of the Other Backward Classes, particularly the Most Backward Classes, in services and posts under its control (including appointments in the

public sector undertakings, statutory and semi-Government Bodies and in the Union Territories) having regard to the provisions of the Constitution;

- (iv) To report to both the Houses on the working of the welfare programmes for the Other Backward Classes in the Union Territories;
 - (v) To consider generally and to report to both the Houses on all matters concerning the welfare of the Other Backward Classes which fall within the purview of Union Government including the Administrations of Union Territories; and
 - (vi) To examine such matters as may be deemed fit by the Committee or are specifically referred to it by the House or the Speaker.
- (3) That the members of the Committee shall hold office for a period of one year from the date of the first meeting of the Committee which shall be reconstituted thereafter for one year at a time according to the procedure described in para (1) above;
 - (4) That in order to constitute a sitting of the Committee, the quorum shall be ten;
 - (5) That in all other respects the Rules of Procedure of this House relating to Parliamentary Committees shall apply with such variations and modifications as the Speaker may make; and
 - (6) That this House do recommend to the Rajya Sabha that the Rajya Sabha do join in the Committee and communicate to this House the names of Members elected from amongst the Members of the Rajya Sabha to the Committee as mentioned above”.

2. I am to request that the concurrence of Rajya Sabha in the said motion, and also the names of the members of Rajya Sabha appointed to the Committee, may be communicated to this House.’

THE BUDGET (RAILWAYS), 2014-15

AND

GOVERNMENT BILLS

- (i) **The Appropriation (Railways) No. 2 Bill, 2014**
- (ii) **The Appropriation (Railways) No. 3 Bill, 2014—Contd.**

MR. DEPUTY CHAIRMAN: Now, the hon. Minister, please.

श्री डी.वी. सदानन्द गौड़ा : उपसभापति महोदय, उत्तर प्रदेश से मेरे दोस्त ने कहा था कि रेलवे मिनिस्टर हिन्दी में अपना उत्तर दें। मेरे लिए बातचीत करना थोड़ा मुश्किल हो जाएगा, लिखने में मुश्किल होगा इसलिए मैं एक टीचर के पास बैठकर वह सब सीखूंगा और नेक्स्ट सेशन में मैं अपना उत्तर हिन्दी में दूंगा।

Hon. Deputy Chairman, Sir, as many as 58/158 Members of Parliament have participated in the discussion. That is what I learnt just now. ...*(Interruptions)*... I have listened to all the Members who have participated in the discussions patiently and silently, without any interruption. I quietly listened to all the suggestions, criticisms, and some appreciations too, from some part of the House.

Sir, there were suggestions and there were some cautions expressed by my friends. Apart from that, a large part of the debate consisted of requests for greater or higher allocation for ongoing projects, introduction, of new trains, improvement of passenger amenities, and so on and so forth. I noted everything and certainly, all the subjects that have been raised by my colleagues in this House will be taken care of. If I am not able to cover certain important issues that my colleagues have raised here today, I would look into them and send a suitable reply in writing to all those Members.

Mr. Deputy Chairman, Sir, I understand the concerns of the hon. Members for getting more projects and allocations for their area, their State and to their constituencies. But, as the Minister of Railways, it is my concern that I look at the country as one unit. That is my motto. I cannot differentiate between States, I cannot pay special attention to certain areas. I should look at the country as a unit. The Indian Railways cannot be confined to a region, an area or a State. The Railways being a great unifier of this nation, I cannot divide it between States. The former Railway Minister from the All India Trinamool Congress, while speaking in the debate in the Lok Sabha, indeed emphasized with me that the Minister for Railways will never be free from requests and suggestions for new works, new trains and new stoppages. As an erstwhile Railway Minister, he is aware of the constraints a Minister for Railways would have to face in balancing the demands from hon. Members and the concerns of the organization. I really appreciate his concerns, which he spelt out through his experience on the floor of the House.

Sir, a large number of requests have poured upon me for new surveys, new projects and new trains, but I am very sorry to say that except for a few small suggestions, there are hardly any suggestions for improving revenue generation and resource mobilization. There were so many demands, but there were no suggestions for generating more resources. There were no suggestions to tell me from where we could generate them.

SHRI BHUPINDER SINGH: Sir, a few Members had suggested how to generate more resources including myself. You must mention them. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: Yes, I am coming to that. The hon. Leader of the Opposition had said a few things. I would come to that. ...*(Interruptions)*...

SHRI BHUPINDER SINGH: Sir, I had also mentioned something on that. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: As I stated in my Budget Speech, Railways have huge manpower and increasing expenditure on inputs, we are left with very little investible surplus. On the other hand, there is a large number of ongoing projects which require approximately Rs.5 lakh crore to complete them without adding any new project. Of course, the aspirations of the Members are more. But that we cannot meet at this juncture because of the shortage of resources with us. Realizing all these, I clearly stated in my speech that I need to focus on completing the ongoing projects so that we can try to deliver what Indian Railways have promised to the people of this country despite the fact that all these projects were proposed by the previous Government. My friends sitting on the other side, especially UPA colleagues, must understand that I have not taken up any new projects. I have taken up only the ongoing projects which were proposed by the earlier Government. So, you can't say that I have discriminated, or, you can't say that the Government has done something wrong.

MR. DEPUTY CHAIRMAN: That is the point you should appreciate.

SHRI GHULAM NABI AZAD: Thank you.

SHRI D.V. SADANANDA GOWDA: Mr. Deputy Chairman, Sir, I would like to place on record that I have not politicized anything. Development issues are kept alive and I have not played politics with development as far as Railways are concerned. Members of certain States have criticized that I have discriminated and neglected their States. It is not a fact. I have not taken up any new projects. Karnataka people also said that I have not given anything to Karnataka. Certainly, I have given the funds which are available with me to the ongoing projects only which are inside India; they are not allotted to any other country. So, we should take note of all these things. I would cite few incidents. My friend from West Bengal was saying that they have been totally neglected. If I give him the statistics, they stand number one in the list and they have got the maximum allotment this time apart from the North-East and Kashmir because national projects are there. Including those national projects, we have allotted some more funds for Kashmir and North-Eastern States. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: What is the percentage you have allotted? ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: I am telling you. ...*(Interruptions)*...

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING, THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT, FORESTS AND CLIMATE CHANGE AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PRAKASH JAVADEKAR): Mr. Minister, you complete first; then Members can ask. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Minister, you have already said that you would reply and whatever you could not reply, you would give it in writing. So, go by this. It is already 8.30.

SHRI D.V. SADANANDA GOWDA: Sir, I have allotted to the North- Eastern States 54 per cent more than that what was allotted in the last Budget. I have taken care of them. I have already assured to the North-Eastern States that the State capitals which are not linked with the railways will be linked in the next two, three or four years. We will complete that work. I have assured the House that the suggestions of my colleagues are noted and they will be considered favourably as and when the opportunity arises. Hon. Deputy Chairman, the focus of my Budget is three-fold. First, the completion of ongoing projects; second, mobilization of additional funds; third, passenger amenities and safety. Our main endeavor is to complete the ongoing projects in time with available resources and by mobilizing resources from all possible means. In order to achieve this goal, I have adopted a strategy of near-Plan holiday and prioritising the ongoing projects, which, I believe, is the priority of the Indian Railways. Hence, I give continuity to the projects and the new trains announced by my predecessor, Khargeji, which have been kept intact in my present Budget also.

From the debates in the House, I have gathered a few areas of common interest raised by the hon. Members. I would like to touch upon them briefly. The most often debated issue is the revision of passenger fares and freight rates. I would like to say that hon. Leader of the Opposition has listed all the items which were already given by them in the Interim Budget, but, unfortunately, he left one thing that fare hike was also done by them. He has not mentioned this point. I would like to draw the attention of Azadji towards the long list pointed out by him that these are all the projects given by them and that has been continued in this Budget also. But, unfortunately, he left one major issue that ought to have been included in that list, that is, the fare and freight hike done by their Railway Minister.

SHRI GHULAM NABI AZAD: Because it was not there in our Budget.

SHRI D.V. SADANANDA GOWDA: Hon. LoP should have told that also. Then I should have appreciated his argument. In the Budget, it was nowhere mentioned, but in the Estimate, the entire calculation of fare and freight hike was included and the Estimate was presented in the last Interim Budget. My friend, Shri D. Raja, also raised this issue. On the last occasion, during the Question Hour, he asked a few questions. For that, I did not have the sufficient material with me and I told him that during the Budget discussions, I would answer those points. He asked me as to what were the reasons for the fare and freight hike. In the Interim Budget presented by Kharge ji in February, 2014, he had factored additional resource mobilisation for the fare and freight rate revision. The reason for the revision was that Railways was likely to have a shortfall of Rs.7,600 crore in 2014-15. The reasons for the shortfall are - Railways' expenditure was projected to go up by Rs.22,136 crores in the year 2014-15, as ordinary expenses were likely to be higher by Rs.17,149 crores on account of increase in the salary and wages by 3 per cent; 9 per cent increase in DA and 25 per cent increase in certain staff allowances on DA crossing 100 per cent; 20 per cent increase in fuel cost; and 11.5 per cent increase in the stores. These are the various reasons that we were forced to hike the fare and freight rates. The composite freight index in Railway Gross Input Cost has gone up by 10.6 per cent. So, we are forced to have a price hike. Mr. Raja also put a question with regard to the calculation methodology of FAC. It is a big chart. I will send a copy of this chart to him. He can see it because the methodology and calculation is such that it will be difficult to explain, I will send it to him.

Mr. Deputy Chairman, Sir, some of the Members mentioned about the PPP mode and raising of funds through FDI. I was asked that as it was not successful in the past, how I was going to take up the PPP mode in future. I would like to clarify this. We have received a good response for investments from private sector for 17 port connectivity projects and 22 freight terminals. We have also received commitment from the private investors in different areas like wagon leasing schemes, container sector, and, setting up of production units to the tune of Rs. 15,000 crore approximately in the recent past. This is a good beginning. So, therefore, I have a firm hope that certainly PPP route will be one of the modes where we can raise funds. I also discussed in detail the PPP mode with my officers, and, I have instructed my officers to formulate a Model Concession Agreement for the PPP models to facilitate investment. I am hopeful that PPP will certainly bring some participation and it will give some response as far as resource mobilization is concerned.

[Shri D.V. Sadananda Gowda]

Further, my friends had expressed apprehensions with regard to permitting FDI in the railway sector. I want to lay this to rest because FDI in rail sector is a positive signal to the investors regarding the seriousness of Indian Railways in raising funds and implementing the big ticket projects such as high speed corridors, dedicated freight corridors and suburban corridors. Permitting FDI in rail sector will encourage railway infrastructure creation and growth of the manufacturing industry in the country. Here, I want to say one more thing that itself will certainly give a new direction to FDI entry in railways. I wish to clarify that none of the existing railway functions are being privatized and I assure this House that FDI will be introduced in such a manner that our core operations are ring fenced, and, operating part will not entertain FDI. Only infrastructure and other development will be taken care of and the operating part will remain with railways in future. So, there need not be any apprehension that the introduction of FDI will do some harm to Railways.

Sir, a lot of debate has taken place with regard to the security to the passengers, especially, the lady passengers travelling in the trains. We have addressed this concern in detail in my Budget and we are in the process of sanctioning about 4,000 posts of RPF constables in addition to the 17,000 RPF constables already recruited. This will certainly strengthen the RPF and we will also ensure that the coaches meant for lady passengers are guarded sufficiently in order to reduce crime against women in railway premises and in trains. The new recruits will also undergo a gender-sensitisation programme, which will be periodically conducted so as to further make them aware of the requirements of lady passengers.

Many hon. Members have raised some issues with regard to the high-speed trains. I would like to place on record that every Indian's expectation is that India should have a bullet train, which matches the best in the world. As we are no less than any railways in the world in terms of network, reach in size, manpower or technology, it is logical that we take the next step ahead. The high-speed train project will be funded through bilateral funding mechanism as well as by FDI route without burdening the travelling passengers and the common man.

Hon. Deputy Chairman, Sir, I have cautiously steered away from populism, from an over-emphasis on expanding the expenditure base, to meet augmentation of revenue consolidation, re-energizing and bringing the new practices into this organization.

Sir, my Budget focuses on timely completion of the ongoing works, resource mobilization, harnessing new technologies, increased safety, security and services, new

innovations and creating awareness among my countrymen that the Railways is the pride of the nation. Sir, somewhere we have to realize that unless we move ahead, we will be left far behind in this race of faster, quicker and better and more efficient technologies which are being displayed by our neighbours and the more developed world.

There are several demands from various States. Especially the MPs from Kerala in both the Houses of the Parliament have raised strong demands for more projects in favour of Kerala. However, they also know that there are certain constraints in taking up new projects in Kerala, especially there is only one line running from North to South. The line is already saturated. Land acquisition for projects is difficult in Kerala. However, the MPs from all parties have met me and demanded me more projects and trains apart from rapid transit system. Hence, I have decided to set up a Joint Study Group consisting of officers from Railways and the State Governments and MPs. Efforts will be made for development of Railway network in Kerala after examining this Joint Study Group report. ...*(Interruptions)*...

SHRI K.N. BALAGOPAL: Whatever he has said is not totally correct. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let him complete. ...*(Interruptions)*... Let him complete. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: Similarly, MPs from Tamil Nadu have also demanded some feasibility study of railway line. The Kerala MPs sought survey of railway line from Thalassery to Mysore. Same will be taken up as early as possible. Also, a request has been made for survey of new line from Chennai-Pondicherry-Ramnathpura-Tuticorin-Kudankulam- Kanyakumari. The same will also be considered positively. Just now, my friend, Maitreyan, hon. MP from Tamil Nadu, mentioned about Mahamaham. He was requesting for speedy work that need to be carried out on Kumbakonam - Virudhachalam line. He has placed some other demands also. Certainly, I will discuss with Mr. Maitreyan and the Chief Minister of Tamil Nadu so that we will take care of things.

As far as ...*(Interruptions)*... Wait, I am coming to that. My friends from Telangana and Andhra Pradesh were also making some demands. Andhra Pradesh people are demanding one new Zone and Telangana people are demanding some new lines and other things. ...*(Interruptions)*... I have specifically made a para to resolve the problems and to come out with solutions for the new demands. ...*(Interruptions)*... I have said that a Committee has already been formed to look into the matter and as soon as I receive the Report of the Committee, the needful will be done in both the States because as per the States Reorganisation Act, we are supposed to take certain new initiatives in Andhra Pradesh as well as in Telangana. Your demands will be met soon after getting the Report from the Railways.

SHRI V. HANUMANTHA RAO: The Secunderabad railway station, the previous Government wanted to make it international airport. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let him finish.

SHRI D.V. SADANANDA GOWDA: Sir, the Chief Minister of Odisha met me and placed some demands. At present, a few funding was done to Odisha and his remaining demands will certainly be taken care of. Soon after the completion of the Budget, certainly, we will sit with the officers and we will sort out the problems as far as Odisha is concerned.

Sir, I do not say that I have covered all the issues which can be brought on board to improve the organization. Nor can I say that I have covered all the issues raised by my learned friends in this House. Needless to say, with sincerity and earnestness, I have attempted majority of the concerns and ideas which I have been listening in this august House for the last two days.

SHRI TIRUCHI SIVA: Sir, what about the stoppage? ...*(Interruptions)*...

श्री प्रकाश जावडेकर : मंत्री जी, आप अपनी बात पूरी कीजिए। ...*(व्यवधान)*... वे बाद में क्लेरिफिकेशन पूछेंगे। ...*(व्यवधान)*... Sir, you please complete your answer. They can seek clarifications afterwards.

SHRI D.V. SADANANDA GOWDA: My friend Tiruchi Siva requested for one stoppage. I will certainly look into it. ...*(Interruptions)*... I will take care of it. ...*(Interruptions)*... To conclude, within a short span of seven months, I will be coming back to the House to present another Railway Budget. I hope the remaining dreams, demands and issues of the hon. Members of this House would be finally addressed. ...*(Interruptions)*... With all humility, I pray that the Budget be passed.

DR. T. SUBBARAMI REDDY: Sir, you have not mentioned my name. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is all. ...*(Interruptions)*... He will reply in writing. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, I have two clarifications. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: It is already going to be nine. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: So what? ...*(Interruptions)*... It is important, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: The Minister will reply in writing. ...*(Interruptions)*... If I will allow you, everybody will ask for it. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, the Minister is here. ...*(Interruptions)*... He is so patient. ...*(Interruptions)*... He has been sitting here for seven hours. ...*(Interruptions)*... He can sit five minutes more. ...*(Interruptions)*... Sir, I have only two clarifications. ...*(Interruptions)*... Sir, 58 speakers spoke on it. ...*(Interruptions)*... At least 35 of the 58 speakers discussed freight and how it could increase revenues. ...*(Interruptions)*... I am sorry to say that the Minister has not used the word 'freight' at all in his response.

MR. DEPUTY CHAIRMAN: You asked for clarification. ...*(Interruptions)*... No comment. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: I would urge the Minister to please look at those ideas on freight. This is one. ...*(Interruptions)*... Sir, I have got a second point. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: As far as Dedicated Freight Corridor and other things are concerned, they have already taken shape. It is going on well. The World Bank funding is there. We are taking up the matter very expeditiously. I mentioned the Dedicated Freight Corridor Project and port connectivity in my Budget speech. I explained it in detail. ...*(Interruptions)*... The matter has been explained in my Budget speech. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: You are not touching my point. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, my second point is...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let him finish it. ...*(Interruptions)*... You sit down. ...*(Interruptions)*... Let him complete. ...*(Interruptions)*... You sit down. ...*(Interruptions)*... Allow him to speak. ...*(Interruptions)*... Mr. Derek, sit down. ...*(Interruptions)*...

SHRI D.V. SADANANDA GOWDA: Out of a total of ₹ 27,147.95 crore, Assam and North-Eastern States have been allotted ₹ 5,262 crore. Apart from the North-Eastern States and Kashmir, West Bengal got the maximum share, which is ₹ 3,280 crore. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, what is the total cost of the projects? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No...*(Interruptions)*... Please sit down...*(Interruptions)*... He is on his legs. ...*(Interruptions)*... He is speaking. ...*(Interruptions)*... I am not allowing you. ...*(Interruptions)*... Mr. Derek, you are not allowing him. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... No. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Total cost of the project is Rs. 170 crore. ...*(Interruptions)*...
You have given one thousand rupees. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. Derek, the Minister is speaking. ...*(Interruptions)*...
What are you doing? ...*(Interruptions)*... Please sit down. ...*(Interruptions)*...

श्री अनिल माधव दवे (मध्य प्रदेश) : क्या एक मंत्री से इस तरह बात करते हैं?
...*(व्यवधान)*... क्या उनसे इतनी जोर से बात करते हैं? ...*(व्यवधान)*... क्या यही तरीका है?
...*(व्यवधान)*...

श्री उपसभापति : आप लोग बैठिए। ...*(व्यवधान)*...

SHRI PRAKASH JAVADEKAR: Mr. Deputy Chairman, Sir, there has to be
decorum. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: That is what I am saying. ...*(Interruptions)*... I agree.
...*(Interruptions)*... Please sit down. ...*(Interruptions)*... आप लोग बैठिए। ...*(व्यवधान)*... It is
going on record. ...*(Interruptions)*... He is on his legs. ...*(Interruptions)*... Please sit down.
...*(Interruptions)*... What are you doing? ...*(Interruptions)*... Please sit down.
...*(Interruptions)*... आप लोग बैठिए। ...*(व्यवधान)*... He is replying. ...*(Interruptions)*... What
are you doing?

SHRI D.V. SADANANDA GOWDA: Mr. Deputy Chairman, Sir, I have made it
very clear that apart from the North-Eastern States and the State of Jammu and Kashmir,
the maximum share has gone to West Bengal. So, I have only that much of funds. Out of
that, I have given the maximum share to them. Almost all the States are alleging that I
have discriminated against them. How can I allot more than that?

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... What is your question?
...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, my direct question is this. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: You sit down. ...*(Interruptions)*... I have allowed him
for seeking clarification. ...*(Interruptions)*... Sit down. ...*(Interruptions)*... What is your
question? ...*(Interruptions)*...

SHRI PRAKASH JAVADEKAR: Sir, what is this? ...*(Interruptions)*... How many
clarifications? ...*(Interruptions)*... No, Sir. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: I am allowing clarifications. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, my direct question is this. ...*(Interruptions)*...

What is the percentage of the total? ...*(Interruptions)*... That's all I want to know. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... Now, sit down. ...*(Interruptions)*... Mr. Minister, you please note them down. ...*(Interruptions)*... Now, Mr. Rangarajan. ...*(Interruptions)*... No, that is not going on record, Mr. Derek O'Brien. ...*(Interruptions)*...

SHRI DEREK O'BRIEN: Sir, in protest, I walk out.

(At this stage, the hon. Member left the Chamber.)

SHRI T.K. RANGARAJAN (Tamil Nadu): Sir, as the Minister has already accepted to form a committee for Kerala, there is a demand from Tamil Nadu also. I request the Minister to form a committee of Tamil Nadu MPs so that we can discuss freely.

MR. DEPUTY CHAIRMAN: Okay. Now, Mr. Balagopal. ...*(Interruptions)*... I would call you. ...*(Interruptions)*... I have called Mr. Balagopal.

SHRI K.N. BALAGOPAL: Sir, I have only one thing. I thank you for the assurance of joint committee. He said that there is land and other constraints. But, there is a coach factory. The land of approximately 100 acres was given free by the Government some years back. A PPP project was announced. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. That's enough. ...*(Interruptions)*... Put your question. ...*(Interruptions)*... Mr. Minister, you please note down the queries. ...*(Interruptions)*... Now, Dr. Subbarami Reddy. ...*(Interruptions)*... Mr. Rangarajan, you please sit down. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: Sir, I requested him to tell specifically about the Visakhapatnam railway zone. ...*(Interruptions)*... Please tell me what are you going to do? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay.

DR. T. SUBBARAMI REDDY: What is the time-limit? What is the planning? The Minister is silent on this subject. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... Now, Mr. Bhupinder Singh. ...*(Interruptions)*... Please put your question. ...*(Interruptions)*... What is your question? ...*(Interruptions)*...

SHRI BHUPINDER SINGH: Sir, through you, I would tell the hon. Minister honestly that Odisha is far behind in the Indian Railways, Map.

MR. DEPUTY CHAIRMAN: No, no. ...*(Interruptions)*... No lecture please. ...*(Interruptions)*... Put your question. ...*(Interruptions)*...

SHRI BHUPINDER SINGH: Wagon factory at Sitapalli and a coach repairing factory at Narla in Kalahandi is our basic demand. ...*(Interruptions)*...

सामाजिक न्याय और अधिकारिता मंत्री (श्री थावर चन्द गहलोत) : सर, ये कितने क्वेश्चन पूछेंगे। ...*(व्यवधान)*... सर, यह नहीं होगा। ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: Now, Mr. Banerjee, please put your question.

SHRI RITABRATA BANERJEE: Sir, while I was speaking, I have mentioned that in the Budgets of 2009-10, 2010-11 and 2011-12, as far as West Bengal is concerned...

MR. DEPUTY CHAIRMAN: No, no. That is replied. ...*(Interruptions)*...

SHRI RITABRATA BANERJEE: Sir, the question is, innumerable factories have been announced; hospitals have been announced. What is the status of them? ...*(Interruptions)*... That is what I want to know.

MR. DEPUTY CHAIRMAN: No, no. That is not allowed. ...*(Interruptions)*... You have a question. ...*(Interruptions)*... Put your question.

SHRI TIRUCHI SIVA: I request for the formation of a committee for Tamil Nadu. That's all.

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... You want to put a question. ...*(Interruptions)*... Okay. ...*(Interruptions)*... Put the question. ...*(Interruptions)*...

डा. प्रभाकर कोरे : सर, कर्णाटक में नई लाइन के बारे में क्या किया गया है? ...*(व्यवधान)*...

MR. DEPUTY CHAIRMAN: Okay. ...*(Interruptions)*... Now, Mr. Tarun Vijay, what is your question? ...*(Interruptions)*...

श्री तरुण विजय (उत्तराखण्ड) : सर, चार धाम को जोड़ने के लिए क्या किया जाएगा? माननीय मंत्री महोदय इसका जवाब दें।

MR. DEPUTY CHAIRMAN: Mr. Minister, if you can reply to these queries now, you reply. In respect of rest of the things, you can write to them. You please reply whatever is possible.

SHRI D.V. SADANANDA GOWDA: Sir, I would clarify one thing. I have given ten percent of the total funds to West Bengal alone. That is one thing. I have taken note of other things. Regarding other things, I have taken note of them. I will send them a written reply.

9.00 P.M.

MR. DEPUTY CHAIRMAN: Okay, that is fine. Now, I will take up the Appropriation (Railways) No. 2 Bill, 2014 and the Appropriation (Railways) No. 3 Bill, 2014. First, I shall put the Appropriation (Railways) No. 2 Bill to vote.

MR. DEPUTY CHAIRMAN: The question is:

That the Bill to provide for the authorization of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2012 in excess of the amounts granted for those services and for that year, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clauses 2, 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI D.V. SADANANDA GOWDA: Sir, I beg to move:

That the Bill be returned.

The question was put and the motion was adopted.

MR. DEPUTY CHAIRMAN: I shall now put the Appropriation (Railways) No. 3 Bill to vote. The question is:

That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-15 for the purposes of Railways, as passed by Lok Sabha, be taken into consideration.

The motion was adopted.

MR. DEPUTY CHAIRMAN: We shall now take up clause-by-clause consideration of the Bill.

Clause 2, 3 and the Schedule were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI D.V. SADANANDA GOWDA: Sir, I beg to move:

That the Bill be returned.

The question was put and the motion was adopted.

SPECIAL MENTIONS**Demand to give clear guidelines on debt relief to persons affected due to stoppage of mining activities in Goa**

SHRI SHANTARAM NAIK (Goa): Sir, it is well known that Goa mining issue is lingering in the State of Goa for quite some time. It started with an order passed by Goa Government suspending all mining operations in the State. Thereafter, Environment Ministry passed an order to the same effect by quoting legal provisions.

Subsequently, the Supreme Court has given a judgment which requires quite some time to make it enforceable.

Goa Government has advised nationalized banks to write off the loans obtained by owners of trucks, barges, etc. Goa Government has not been able to get any package from the Central Government. They are promising debt relief from banks but have not obtained any assurances from banks or RBI. They also tried to convince cooperative banks but cooperative banks have their limitations as they have to go by RBI Guidelines.

Number of those directly or indirectly depending upon mining business is around three lakhs. Since there is no circulation of money, business of small traders has minimized. Families of truck and barge owners have no money to pay for the educational needs of their children and, even in some cases, bring home the regular quota of ration has become a problem.

Representatives of mining labourers held demonstrations in Goa but their issues have remained unresolved.

I, therefore, urge upon the Union Government to issue necessary instructions to RBI in the matter.

RBI being an independent institution, Goa Government should also try to impress upon Union Finance Ministry requesting them to consider the case of persons affected on account of stoppage of mining activities in Goa.

Demand to build an international airport in Anand district of Gujarat

श्री लाल सिंह वडोदिया (गुजरात) : महोदय, देश में कुछ ऐसी विभूतियों का जन्म हुआ है, जिनकी ख्याति में उनके समय में कौन कहे, आज भी कोई कमी नहीं आई है। गुजरात राज्य में स्थिति हमारे जनपद आनन्द में भी ऐसी ही एक विभूति का जन्म हुआ था, जिनको पूरा देश आज भी उसी आदर व सम्मान के साथ याद करता है, वे हैं प्रातः स्मरणीय श्री सरदार पटेल। इनका गांव करमसद भी आनन्द जिले में ही स्थित है, जो आनन्द से मात्र 6 किलोमीटर की दूरी पर है। उनका प्रारम्भ का कार्यक्षेत्र भी आनन्द जिला रहा है। गुजरात राज्य में आनन्द एन.आर.आई.

जनपद के नाम से जाना जाता है। आनन्द जिले में एशिया प्रसिद्ध अमूल दुग्ध डेरी, सरदार पटेल विश्वविद्यालय तो हैं ही, साथ ही यह जनपद औद्योगिक क्षेत्र के रूप में भी विकसित है।

हमारे जिले के कई गांव ऐसे हैं, जिनमें हर घर का एक व्यक्ति विदेश में रहता है। उक्त सभी कारणों से आनन्द जिले में एक अंतर्राष्ट्रीय एयरपोर्ट की आवश्यकता प्रतीत हो रही है। हमारे जनपद आनन्द के रहने वाले लोगों द्वारा व एन.आर.आई. लोगों द्वारा बराबर इस बात की मांग की जाती रही है कि आनन्द जिले में एक अंतर्राष्ट्रीय एयरपोर्ट बनाया जाए। मेरे विचार से भी वहां की जनभावनाओं व आवश्यकताओं को देखते हुए आनन्द जिले में एक अंतर्राष्ट्रीय एयरपोर्ट बनाना सर्वथा उचित होगा।

अतः मेरा माननीय नागर विमानन मंत्री जी से विशेष रूप से अनुरोध है कि गुजरात के आनन्द जिले के लोगों की जनभावनाओं का आदर करते हुए व वहां की आवश्यकताओं को महसूस करते हुए, आनन्द जिले में सरदार पटेल के नाम से एक अंतर्राष्ट्रीय एयरपोर्ट उच्च वरीयता व प्राथमिकता के आधार पर बनाने की कृपा करें, ताकि वहां की जनता को इसका पूरा-पूरा लाभ मिल सके।

Demand to restore kerosene allocation to Tamil Nadu

SHRIMATI SASIKALA PUSHPA (Tamil Nadu): Sir, the Government of Tamil Nadu is in need of 65,140 kilolitres of kerosene per month for distribution to poor and downtrodden people under the Public Distribution System to cardholders. The Ministry of Petroleum and Natural Gas, year after year, for the last three years, has been constantly and want only reducing this entitlement of kerosene. And now, it stands at 29,056 kilolitres. It is only 45 per cent of the State's requirement of kerosene.

It was stated that the reduction is basically because of the number of LPG domestic connections. But the data collected for arriving at this figure is faulty, to say the least. Secondly, the reason for this reduction of kerosene to Tamil Nadu does not seem to hold water because though there is a widespread trend of increase in LPG connections throughout the country, there is no reduction in allotment of kerosene for some other States.

Presently, we are again pained to see that in the latest allocation made on 1st July this year, the same level of allocation is maintained. We request the Government to reverse the arbitrary and unjust reduction in allotment of kerosene to our State. In this connection, our Chief Minister also has given a memorandum to the Prime Minister last month requesting the Centre to revise and restore the allocation.

Hence, I request the Ministry of Petroleum and Natural Gas, Government of India, to kindly restore the full allocation of kerosene to Tamil Nadu, as demanded by our Chief Minister. Thank you.

Demand for early setting up of an AIIMS-like hospital in Tamil Nadu

SHRI T. RATHINAVEL (Tamil Nadu): Recently, the Centre has announced its decision to establish an All India Institute of Medical Sciences in each State in the country in a phased manner. In this connection, hon. Chief Minister of Tamil Nadu has received a letter from the Union Minister of Health requesting the State Government to identify suitable alternative locations for setting up a new AIIMS in the State. The Tamil Nadu Government has already identified the required extent of land at Chengalpattu in Kanchipuram District, Pudukkottai town in Pudukkottai District, Sengipatti in Thanjavur District, Perundurai in Erode District and Thoppur in Madurai District where lands with suitable road connectivity are already in possession of the State Government and its agencies.

Sufficient water and electricity are also available at all the five places, which also have excellent rail and air connectivity. Establishing AIIMS in Tamil Nadu would substantially augment the facilities in the State for providing quality medical education and also make available high-end tertiary level health care in the public sector to benefit the poor and the middle classes. Tamil Nadu has a proud record of speedy implementation of such projects. Hon. Chief Minister of Tamil Nadu has written to the hon. Prime Minister on 20th July, 2014 to include Tamil Nadu in the list of States in which an AIIMS would be set up during the current financial year itself. Since Tamil Nadu was excluded in the first batch of six AIIMS set up in 2012-13, I appeal to the Centre to establish AIIMS in Tamil Nadu during the current financial year itself.

Demand for recruitment of local people at Bhilai Steel Plant

डा. भूषण लाल जांगडे (छत्तीसगढ़) : महोदय, भिलाई स्टील प्लांट के लिए आयरन ओर्स राजतरा, दल्ली और महामाया माइन्स से, जो अब समाप्ति पर हैं, बाद में दलदली कवर्धा, छोटे डोंगर-रावघाट से प्राप्त करना होगा। कच्चा माल डोसा माईट-टिरी माइन्स बिलासपुर से लाईम स्टोन नन्दनी माईन्स से प्राप्त किया जाता है। संयंत्र को काफी मात्रा में पानी गंगरेल बांध एवं अन्य बांधों से सप्लाई होता है, जिस पर किसानों की खेती का आधे से अधिक व्यय होता है। संयंत्र को एन.टी.पी.सी. से 500 मेगावाट और 36 मेगावाट बिजली स्वयं के पावर प्लांट से सप्लाई होती है। मेगनीज और कोयला में, झारखंड से कोयला और मध्य प्रदेश के बालाघाट से मेगनीज सप्लाई होती है। किसानों की हजारों एकड़ खेती की जमीन संयंत्र में लगी हुई है। पूर्व में संयंत्र में स्थानीय कामगारों की 80 प्रतिशत से अधिक भर्ती की जाती थी, लेकिन वर्तमान में सभी पदों पर अखिल स्तर पर भर्ती की जाती थी, जिससे स्थानीय इंजीनियर्स एवं कामगारों की भर्ती नहीं के बराबर होती है। स्थानीय लोग, जो बेरोजगारी में जीवन-यापन कर रहे हैं, उन्हें तकनीकी और नॉन-तकनीकी पदों पर नियुक्त किया जाना, उनके हित की बात है और यह उनका हक भी बनता है। किसानों की क्षतिपूर्ति के साथ ही वे प्रदूषण के कारण अनेक प्रकार की बीमारियों से जूझ रहे हैं, यदि उन्हें रोजगार मिल सकेगा तो उनके हित में मानवता झलकेगी। अतः मेरा सरकार से अनुरोध है कि इस दिशा में सकारात्मक कदम उठाए जाएं।

**Demand to withdraw the memorandum giving special powers
to Governor with regard to law and order in Hyderabad**

SHRI PALVAI GOVARDHAN REDDY (Telangana): Sir, the Government of India has issued an Office Memorandum on 4th June, 2014, relating to the special responsibility to the Governor of Telangana and Andhra Pradesh. As per section 8 of the Andhra Pradesh Reorganisation Act, the issues of law and order, safety and security of citizens and vital installations as well as management and allocation of Government buildings will be under the control of the Governor.

As per the Constitution, law and order is a State Subject and the Governor will have no role in law and order or taking care of security of citizens of any State unless and until such State is under the President's Rule. There is no doubt that Hyderabad has been made the common capital for both Andhra Pradesh and Telangana. But, does it mean that the State Government does not have any control on Hyderabad?

Vide above Memorandum, the Home Ministry proposed to amend the Business Transaction Rules to give charge to Governor. Memorandum suggested constitution of a common Police Board with absolute powers to the Governor with regard to law and order in Hyderabad, power to appoint and transfer the police officials and scrutinize crime investigation files. The Government of Telangana or the Cabinet of Telangana can only make suggestions. But, the decision of the Governor is final and nobody can question his powers.

This is totally unconstitutional and against the democratic principles. Hence, I demand for withdrawal of the above Memorandum and also for handing over law and order and other issues to the State Government without any further delay. *

MR. DEPUTY CHAIRMAN: Only lay it. No speech. Nothing will go on record.

**Demand to make a strict law to check negligence and corruption
in construction of buildings in the country**

श्री प्रभात झा (मध्य प्रदेश) : महोदय, देश के नगरों, विशेषकर महानगरों में भवनों के ढहने की घटना आम होती जा रही है। निर्दोष लोगों की जानें लापरवाही और भ्रष्टाचार के कारण चली जाती हैं। पिछले दिनों दिल्ली और चेन्नई में भवन के ढहने से कई लोगों की जानें चली गईं। मुंबई में तो आए दिन इस तरह की घटनाएं होती रहती हैं। जब भी इस तरह की कोई बड़ी घटना होती, मीडिया में एक-दो दिन खूब चर्चाएं होती हैं, वहीं सरकार एजेंसियों द्वारा जांच की औपचारिकता पूरी करवा लेती है। इससे अधिक कुछ नहीं होता। परिणामस्वरूप भवन ढहने की घटनाएं होती रहती हैं और लोगों के मलबे में दब कर मौत होने की खबर आती रहती है। क्या इस मसले को इतनी संवेदनहीनता से देखा जाना चाहिए? हाल ही में मानवाधिकार आयोग ने स्थिति का संज्ञान लेते हुए इस सम्बन्ध में सख्ती बरतने का सुझाव दिया है। भवन ढहने के

*Not recorded.

[श्री प्रभात झा]

अधिकांश मामलों में भवन निर्माण से सम्बन्धित अधिकारियों की लापरवाही और भ्रष्टाचार को मूल कारण बताया गया है। वस्तुतः लापरवाही और भ्रष्टाचार को रोकना इस तरह की घटनाओं को रोकने का एकमात्र विकल्प है। इसके लिए केन्द्रीय स्तर पर एक सख्त कानून बनाए जाने की जरूरत है।

अतः सरकार से मेरी मांग है कि भवन निर्माण में लापरवाही और भ्रष्टाचार को रोकने के लिए एक कठोर कानून बनाया जाए।

MR. DEPUTY CHAIRMAN: The House stands adjourned to meet at 11.00 a.m. tomorrow.

*The House then adjourned at four minutes past nine of the clock
till eleven of the clock on Wednesday, the 23rd July, 2014.*