

**LOK SABHA**  
**SYNOPSIS OF DEBATES**  
(Proceedings other than Questions & Answers)

---

**Friday, August 9, 2024 / Sravana 18, 1946 (Saka)**

---

**OBITUARY REFERENCES**

**HON. SPEAKER:** Hon'able Members, with profound grief, I have to inform the House about the sad demise of three of our former colleagues.

**SHRI IQBAL AHMAD SARDAGI** was a Member of the 13<sup>th</sup> and 14<sup>th</sup> Lok Sabha representing the Gulbarga Parliamentary Constituency of Karnataka. Shri Sardagi served as a member of the Committee on Railways, Committee on Privileges, Committee on Estimates and Committee on Home Affairs. Shri Iqbal Ahmad Sardagi passed away on 21<sup>st</sup> May 2024 in Kalburgi, Karnataka at the age of 79 years.

**SQUADRON LEADER (RETIRED) KAMAL CHAUDHRY** was a Member of the 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> and 12<sup>th</sup> Lok Sabha representing the Hoshiarpur Parliamentary Constituency of Punjab. Shri Chaudhary served as a Chairperson of the Committee on Public Undertakings and the Committee on Defence. He also served as a member of the various Parliamentary Committees. Squadron Leader (Retired) Kamal Chaudhary passed away on 25<sup>th</sup> June 2024 in New Delhi at the age of 76 years.

**SHRI RAMESH RATHOD** was a Member of the 15<sup>th</sup> Lok Sabha representing the Adilabad Parliamentary Constituency of the erstwhile Andhra Pradesh. Shri Rathod served as a member of the Committee on Papers Laid on the Table, Committee on Coal and Steel. Earlier, he also served as a Member of the Andhra Pradesh State Legislative Assembly. Shri Ramesh Rathod passed away on 29<sup>th</sup> June 2024 in Adilabad at the age of 57 years. We deeply mourn the loss of our former colleagues and convey our condolence to the bereaved families.

*The Members then stood in silence for a short while.*

---

### **REFERENCE BY THE SPEAKER**

**HON. SPEAKER:** Today, the 82<sup>nd</sup> anniversary of the Quit India Movement is being observed across the country. It was 9<sup>th</sup> August, 1942, on which the father of the nation, Mahatma Gandhi had given a clarion call for mass mobilisation and solidarity among the countrymen in pursuit of getting India liberated and voiced the slogan of *'Do or Die'* as a mantra. The Quit India Movement was one of the defining moments in the history of our struggle for freedom. The entire Indian population cutting across age, gender and class participated in this movement in a spirit of solidarity and exhibited the power of non violent and peaceful protest against the unjust and exploitative forces. On this occasion, we pay our tribute to the Father of the Nation, Mahatma Gandhi, and all the martyrs who laid down their lives in the freedom movement.. Let us all resolve to rededicate ourselves to the ideals and values cherished by our freedom fighters for which they made their supreme sacrifice.

*The Members then stood in silence for a short while.*

---

### **FELICITATION BY THE SPEAKER**

**HON. SPEAKER:** Hon. Members, the Indian Hockey Team achieved a remarkable feat by winning a bronze medal yesterday on 8<sup>th</sup> August in Paris Olympics 2024. Yesterday also, Shri Neeraj Chopra of India carved out a niche in the history of Indian sports by winning a silver medal in the Men's category of the Javelin throw event in the Paris Olympics. Winning two medals in the two Olympic Games in a row by the Indian Hockey Team and Shri Neeraj Chopra is indeed a big accomplishment which will certainly inspire our young players. On my own behalf and on behalf of the entire House, I congratulate the Indian Hockey Team and Shri Neeraj Chopra for their outstanding performance. This House wishes the Indian Hockey Team all the very best for the future.

## **THE BANKING LAWS (AMENDMENT) BILL, 2024**

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PANKAJ CHAUDHARY)** moved that leave be granted to introduce a Bill further to amend the Reserve Bank of India Act, 1934, the Banking Regulation Act, 1949, the State Bank of India Act, 1955, the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1970 and the Banking Companies (Acquisition and Transfer of Undertakings) Act, 1980.

**SHRI MANISH TEWARI** *opposing the motion for introduction of the Bill, said:* There is no provision in the Rules of Procedure and Conduct of Business in Lok Sabha to get clarification with respect to the ambiguity in the source of the legislative power of the Union Government under the Seventh Schedule of the Constitution of India to introduce the proposed Bill even though it seems to be an amendment to the principal Bill. My submission to the Government is that the same issue was raised when the Joint Parliamentary Committee was constituted on this because there is a contradiction in Entry 43, 44 and Entry 32. It is to be clarified whether Cooperative societies can be regulated by the Central Government or not.

**SHRI N. K. PREMACHANDRAN:** My objection is regarding the established rules, practices and procedures in the House. Through this Banking Laws (Amendment) Bill, 2024 the Government intends to compile or consolidate the four Banking laws into one law. Only those provisions which are interconnected, interrelated and have a common purpose to achieve, then only one can consolidate all these legislations together.

**PROF. SOUGATA RAY:** This Bill is entirely superfluous. It deals with amendments to the Banking Regulations Act to redefine substantial interests. It changes the Rules with regard to directors of cooperative Banks. This Bill is superfluous in the sense that all this Bill is seeking to achieve can be achieved through administrative steps. I totally object to the fact that they are saying that any unclaimed dividend would go to the Investor Education and Protection Fund as a result of which we may complicate the resolution. Four Acts are sought to be amended through one Bill, which is unnecessary, superfluous and against the interest of the people. Hence, I oppose the introduction of the Bill.

**THE MINISTER OF FINANCE; AND MINISTER OF CORPORATE AFFAIRS SHRIMATI NIRMALA SITHARAMAN** *replying said:* It is important for us to recognise the ambiguity and slight dichotomy prevalent in the items listed in the seventh Schedule as pointed out by the Hon. Member. Entry Numbers 43, 44 and 45 where one excludes the ‘cooperative’ and Entry 45 brings in the ‘Banking’ and therefore several amendments have been made to the Banking Regulation Act with respect to the cooperative Banks. In 2019, there was a near collapse or complete collapse of a Multi-State Cooperative Bank. By raising the insurance cover from Rs. 50,000 to Rs. 1,00,000 and from Rs. 1,00,000 to Rs. 5,00,000 we were able to give a lot of small account holders in these cooperative banks some relief. The Sections which have been brought in as amendments and also the Court’s verdicts have repeatedly reinforced the point that the Banking Regulation Act and the Cooperative Banks do have this inter-relationship, and therefore, the four acts are being amended through one Bill. The amendment that we are now aiming at is shifting the submission of statutory reports by banks to RBI from the reporting Friday to the fortnight of last month or quarter. In order to address this issue, it is proposed to amend this legislation to transition to reporting on the 15<sup>th</sup> and on the last working day of each month, thereby, accuracy can be brought in. This amendment Bill is actually going to impact the Banking, both cooperatives and otherwise as well.

*The Bill was introduced.*

---

### ***THE CARRIAGE OF GOODS BY SEA BILL, 2024***

**THE MINISTER OF PORTS, SHIPPING AND WATERWAYS (SHRI SARBANANDA SONOWAL)** *moved that* leave be granted to introduce a Bill to provide for the responsibilities, liabilities, rights and immunities attached to carriers with respect to the carriage of goods by sea and for matters connected therewith or related thereto.

**PROF. SOUGATA RAY** *opposing the motion for introduction of the Bill said:* The Indian Carriage of Goods by Sea Act, 1925 was enacted to amend the law with respect to carriage of goods by sea and it served its purpose for 100 years,

and the introduction of fresh Bill is not comprehensible. The mention of Hague rules, Brussels rules, Visby rules, all these were always there. This superfluous legislation should be done away with.

**SHRI SARBANANDA SONOWAL** *replying said:* The spirit and the substance of the Act are unchanged. We are bringing this Bill to comply with the international conventions; to deal with the changing situation of the global scenario; and also with the modern legislations and at the same time, simplification and ease of understanding is very necessary. Here, we have made some proposals, which need to be incorporated to empower the Government to issue directions so that the spirit and also the provision are strictly carried out by the concerned. I believe that this particular Bill is very much necessary, and it is imperative to bring about certain changes. We are trying to make it simplified for a better understanding of the Act by incorporating some definitions.

*The Bill was introduced.*

---

## **THE RAILWAYS (AMENDMENT) BILL, 2024**

**THE MINISTER OF RAILWAYS; MINISTER OF INFORMATION AND BROADCASTING; AND THE MINISTER OF ELECTRONICS AND INFORMATION TECHNOLOGY (SHRI ASHWINI VAISHNAW)** moved that leave be granted to introduce a Bill further to amend the Railways Act, 1989.

**PROF. SOUGATA RAY** *opposing the motion for introduction of the Bill* said: I oppose the Railways (Amendment) Bill, 2024. It is stated in the Statement of Objects and Reasons of the Bill that the functioning and independence of the Railway Board will be enhanced with this Bill. All the provisions of the Indian Railway Board Act, 1905 are proposed to be incorporated in the Bill. Originally, Railways were separated from PWD. Then the Railway Board was set up. The Railway Board is unable to make timely decisions. It is unable to give relief to the people of this country. Instead of bringing unnecessary Bills, the Government should give attention to railway accidents. Therefore, I oppose the Bill.

**SHRI ASHWINI VAISHNAW** *replying, said:* When the Railways was

introduced in India, it was a branch of the Public Works Department. When the railways began to expand, a need was felt to put in place a different kind of system. Therefore, in the year 1905, when several institutions worked towards expanding the railway network, a Railway Board was set up. The provision of the Railway Board came into existence through the executive decision and not through statutory legislation. Railways is an operating department. It involves a network effect. When the Indian Railway Act of 1980 was replaced by a new legislation in the year 1989, a shortcoming remained that the Railway Board should have been given the statutory powers which could not happen. This shortcoming is being addressed through this Bill. It will give enhanced powers to the Railway Board and increase the efficiency of Railways.

*The Bill was introduced.*

---

**\*MATTERS UNDER RULE 377**

- (1) **SHRI ARUN KUMAR SAGAR** laid a statement regarding implementation of Jal Jeewan Mission in Shahjahanpur Parliamentary Constituency.
- (2) **SHRI JANARDAN SINGH SIGRIWAL** laid a statement regarding the need to establish Horticulture and Forestry college in Maharajganj Parliamentary Constituency.
- (3) **DR. RAJESH MISHRA** laid a statement regarding displacement of people in Jayant in Singrauli district, Madhya Pradesh.
- (4) **DR. VINOD KUMAR BIND** laid a statement regarding the need to construct a bridge over Ganga river in Bhadohi Parliamentary Constituency, Uttar Pradesh.
- (5) **SHRI RAJU BISTA** laid a statement regarding the need to formulate a national policy to grant land rights to ancestral land of the people.
- (6) **SHRI RAJKUMAR CHAHAR** laid a statement regarding the need to complete construction of the remaining portion of Agra – Tanpur court

---

\* Laid on the Table as directed by the Chair.

Road in Uttar Pradesh declared as National Highway.

- (7) **SHRIMATI KALABEN MOHANBHAI DELKAR** laid a statement regarding the need to include tribal people of Dadra & Nagar Haveli and Daman & Diu in the Fifth and Sixth Schedules to the Constitution.
- (8) **SHRI ANANTA NAYAK** laid a statement regarding the need for establishment of a trauma centre in Keonjhar district, Odisha.
- (9) **SHRI VIJAY BAGHEL** laid a statement regarding the need to grant Divyanga status to Ostomy patients.
- (10) **SHRI GANESH SINGH** laid a statement regarding the need to construct a Road over Bridge in Satna City, Madhya Pradesh and also provide additional funds for conservation of Satna and Tamas River.
- (11) **SUSHRI KANGNA RANAUT** laid a statement regarding the need to promote spiritual tourism in Himachal Pradesh and also set up a Yoga Vidyalaya in Mandi area of the State.
- (12) **SHRI JAGDAMBIKA PAL** laid a statement regarding the need to establish a 'Bharatiya Rashtirya Gramin Bank'.
- (13) **SHRI KANWAR SINGH TANWAR** laid a statement regarding the need to set up a trauma centre at Gajraula on National Highway No. 9.
- (14) **SHRI B. MANICKAM TAGORE** laid a statement regarding revised schedule to conduct Census of the country.
- (15) **CAPTAIN VIRIATO FERNANDES** laid a statement regarding the poor condition of the National Highway stretching from Canacona to Pernem in Goa.
- (16) **SHRI RAJMOHAN UNNITHAN** laid a statement regarding the need to set up an institute like AIIMS at Kasaragod in Kerala.
- (17) **SHRI VARUN CHAUDHRY** laid a statement regarding the need to increase the limit of MPLADS fund from five crore rupees to fifteen crore rupees.

- (18) **SHRIMATI GENIBEN NAGAJI THAKOR** laid a statement regarding the need to release funds under Border Area Development Programme in Banaskantha Parliamentary Constituency, Gujarat.
- (19) **SHRI BABU SINGH KUSHWAHA** laid a statement regarding the need to provide stoppage of various trains at Kheta Sarai Railway Station in Jaunpur Parliamentary Constituency, Uttar Pradesh.
- (20) **SHRI NEERAJ MAURYA** laid a statement regarding the need to construct an over bridge/underpass at level crossing No. 6A and 6B in Bisharatganj in Aonla Parliamentary Constituency, Uttar Pradesh.
- (21) **SHRI T. M. SELVAGANAPATHI** laid a statement regarding the need to construct road over bridge at level crossing No. 128 between Attur and Thalaivasal Railway Stations in Tamil Nadu.
- (22) **SHRI RAVINDRA DATTARAM WAIKAR** laid a statement regarding the need to accord the status of classical language to Marathi language.
- (23) **SHRI BALASHOWRY VALLABHANENI** laid a statement regarding the need to address the bottlenecks in implementation of Jal Jeewan Mission Scheme in Krishna district in Andhra Pradesh.
- (24) **ADV. CHANDRA SHEKHAR** laid a statement regarding collegium system for appointment of judges in higher Judiciary.
- (25) **SHRI RAJESH RANJAN** laid a statement regarding the need to take measures to promote production of Fox Nut seeds (Makhana) and also set up Industry for Makhana production in Purnia, Bihar.

---

### **THE WAQF AMENDMENT BILL, 2024**

**THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU)** moved that the Waqf (Amendment) Bill, 2024 be referred to a Joint Committee of the Houses.



*The Motion was adopted and the Bill was referred to the Joint Committee.*

---

**THE BHARATIYA VAYUYAN VIDHEYAK, 2024 - Contd.**

**THE MINISTER OF CIVIL AVIATION (SHRI KINJARAPU RAMMOHAN NAIDU)** *replying said:* The Civil Aviation industry has witnessed unimaginable growth in the last 10 years. 60 million passengers were there domestically in 2014, which has gone up to 153 million and international passengers have grown up from 43 million to 66.7 million in 2024. Today we stand as the third largest aviation economy in the whole world. India has been a very strong participant in the ICAO, and we have tried to formulate our own laws by harmonising whatever the Standards and Recommended Protocols (SARPs) are there from the ICAO. The 1934 Act was amended 21 times in such a way that whenever some SARPs were coming in, we were just attaching it to the old Bill. There was no proper structure. There is a lot of ambiguity in the existing Act right now which is why a proper structural difference was supposed to be brought in. This was done with the formation of this new Bharatiya Vayuyan Vidheyak. The first thing that we have tried to address is to structure the whole Bill. Earlier, it used to happen that powers were written somewhere else and functions were written somewhere else, rules were written somewhere else. ICAO's observation was that all should be in one principal act, which creates harmony in civil aviation. Under this Bill, we have brought that harmony in civil aviation. We are trying to correct the gaps that were there in the earlier Act through this Bharatiya Vayuyan Vidheyak. We have brought in definitions for design, maintenance and manufacture into the Bill. Before bringing this Bill here, a lot of wide consultations have happened both internally and externally. We have received feedback from the public. There have been a lot of inconsistencies in the earlier Act related to the appeals. There was a provision for appeal against financial penalties only. Regarding administrative penalties, there was nothing written in the earlier Act that addressed the appeals on administrative penalties. Now, we have added administrative enforcement also so that there is an opportunity for appeal. There has been some discussion on the naming of the Bill also. But, I do not see the problem. Till 2014, civil aviation was always like it was for certain sections of civilized society. It was like civilized aviation, but coming close on the heels of the

existing Government to power, it has been made accessible to the common man. There is a certain mechanism for the fixation of airfare like ATF (the fuel cost), the airport security fee, user development fee, landing charges and a lot of other factors are taken into account. A lot of Members maintained that certain carriers have gone out of the system. The Ministry is looking at adopting a balanced approach to ensure that the airlines too may not misuse or take advantage of the position of the passenger, and at the same time, we are creating a level playing field so that the airlines also operate at a certain stage in the country. We are thinking of setting up an online mechanism to take in grievances from the people including the representatives of the people. I take great pride in speaking about the RCS-UDAN Scheme which is a regional connectivity scheme, *Ude Desh Ka Aam Nagrik*, and some of the success stories this has created. Darbhanga city is a very historical city. It had one airstrip there which was running between 1950 and 1962. After 1962, there was no plane there. It was totally taken away from the civil aviation map of this country. When RCS came into play, – this was in 2020 – thereafter the airport was upgraded by spending Rs.120 crore under the UDAN Scheme. More than 500 routes have started under the RCS. More than 1.4 crore people of this country have travelled through the RCS routes. That is something which we all should be proud of. The RCS is specifically for three years because the way that scheme was done is that for three years, we are going to help a certain airport or a certain route to take off. Other than that, in the area of civil aviation, we want to have seaplanes also. we have taken industry feedback also on seaplane policy. They have requested some changes. We have made those changes and very soon we are going to launch the new policy also. That is going to open up a whole new area of air travel. Wherever you have dams, wherever you have lakes, wherever you have sea connectivity, you can use the seaplane connectivity to connect those places. Again, it is going to create an alternate way of travelling. With regards to helicopters in India, the number of helicopters is very less as compared to the population, or the size of the country. We have around 250 helicopters in the whole country. We want to encourage the manufacturing of helicopters. Bharatiya Vayuyan Vidheyak, which is going to improve the setting up of plants, and will also help in designing these helicopters. Madhya Pradesh is doing a wonderful job by connecting its religious and tourism circuits with helicopters. Now, with regard to medical tourism, Uttarakhand AIIMS has also put in one helicopter so that it can cater to the difficult terrain and unreachable areas in

the State. With the help and support of the states, I am very sure that helicopter services are also going to increase manifold in the coming days. We are going to see how we can collectively use the wisdom of the Aero Club of India in the growth of civil aviation in this country. We are interested in building more airports. We want the infrastructure around the airports to increase, but subject to the availability of the land. That is something which needs to be addressed today, and it has to be addressed by the States themselves. So, wherever we receive a request for a new airport, we see if there is a land parcel available or if there is an airstrip available. Now, connectivity is a market-driven exercise that is being done by the airlines. We are going to create a proper system where we have a team in the Ministry which is going to deal with issues like unreasonable hikes in airfare, conduct violative of the rights of air passengers etc. States can identify four / five locations and the Ministry can provide all the inputs as to where it can be feasible. If the land is very expensive in a certain area, it is up to the States to look at other alternatives. A terminal building is being constructed at Thoothukkudi Airport. Our Ministry is trying to speed up the process. The Navi Mumbai Airport will be a game-changer airport for the whole of Mumbai city. Its construction has been going on for a long time. We are setting a time-bound deadline for the construction work of all airports so that construction is completed on time and people can access these airports. The MRO industry has grown from a two billion dollar industry to a four billion dollar industry in seven years. This too has great potential for job creation in the country. We are trying to maintain a top standard globally. On behalf of the Ministry of Civil Aviation, I would like to thank all the Members here. We are sure that with their support, we are going to reach the number one position in the domestic aviation market in the whole world. We are going to ensure that civilians are going to be the topmost priority for us.

*The Bill, as amended, was passed.*

## **PRIVATE MEMBERS' BILLS**

### **THE COMMISSION FOR REGULATION AND DEVELOPMENT OF INFORMATION TECHNOLOGY INDUSTRY BILL, 2024**

**SHRI C. N. ANNADURAI** *moving the motion for consideration of the Bill,*  
*said:* I propose this Bill "The Commission for Regulation and Development of

Information Technology Industry Bill, 2024" to provide for the setting up of a Commission to regulate and promote the development of Information Technology industry in the country and for matters connected therewith or incidental thereto. It will open up opportunities for employment generation for scientists, techno-experts and other managerial jobs. All socio-economic development growth and civilizational march will depend upon the direction of Information Technology based on Artificial Intelligence. This industry can prove to be a major source of revenue for the Government. It is also proposed that a national policy on information technology be formulated. This Bill will pave the way for the socio-economic development of various States of the Country especially the developing States including the State of Tamil Nadu.

**DR. NISHIKANT DUBEY** *initiating said:* As the world continues to evolve, the IT industry stands poised for significant growth. This sector is expected to advance in both software and hardware domains. In 1996, a WTO agreement was reached stipulating that all electronic goods, IT products, computers, software, and hardware would be subject to zero duty. This policy had a detrimental impact on various sectors, including the toy industry, IT industry, and mobile industry in India. Prior to 1996, India was an active exporter, but after the agreement, exports dwindled, and the Indian market became largely dominated by Chinese products. *(Speech unfinished)*

*The discussion was not concluded.*

---

## VALEDICTORY REFERENCE

**HON. SPEAKER:** Hon'ble Members, we have now moved to the end of the Second session of the Eighteenth Lok Sabha. This Session commenced on the 22nd July, 2024. We had 18 sittings that lasted for 115 hours and 21 minutes during this Session. The Union Budget for the year 2024-25 was presented by The Hon'ble Minister of Finance in the House on 23rd July, 2024. This ensued General Discussion on the Union Budget, 2024-25 that lasted for 27 hours and 19 minutes. As many as 181 Hon'ble Members participated in this discussion. The Hon'ble Minister of Finance replied to the discussion on 30th July, 2024. The discussion on Demands for Grants, 2024-25 in respect of some selected Ministries/Departments

took place in the House from 30th July, 2024 to 5th August, 2024 and after the conclusion of the discussion, these were put to vote. The Appropriation Bill relating to the Union Budget was passed on 5th August, 2024. During this session, 12 Government Bills were introduced and a total of 4 Bills were passed. Certain important Bills passed in the session are as follows-The Finance Bill, 2024; Appropriation Bill, 2024; Jammu and Kashmir Appropriation Bill, 2024; and The Bharatiya Vayuyan Vidheyak, 2024. All in all, 86 Starred Questions were answered orally during the Session. Hon'ble Members raised 400 matters of urgent public importance. 358 matters were raised in the House under Rule 377. A total of 30 statements were made in the House including 25 statements under Direction 73A, 2 statements by the Minister of Parliamentary Affairs on Government Business and three Suo Motu Statements by the Hon'ble Ministers under Rule 372. During the Session, as many as 1345 papers were laid on the Table of the House. During the Session, the House also held a short-duration discussion under Rule 193 on 22nd July, 2024 regarding India's preparations in the run up to the Olympic Games. A calling attention motion was taken up on 31st July, 2024 under Rule 197 on the loss of lives and property caused due to landslides and floods in various parts of the country. 65 Private Members' Bills were introduced during the Session. With regard to the Private Members' Resolutions, a resolution moved by Shri Shafi Parambil on the issue of appropriate measures to regulate airfares in the country was taken up for discussion in the House on 26th July, 2024., The discussion on this resolution was not concluded though. The total productivity of this Session of the Lok Sabha was around 136 per cent. During the Session, the House welcomed Dr. Tulia Ackson, the Speaker of the National Assembly of the United Republic of Tanzania and the Hon. President of the Inter-Parliamentary Union (IPU) on 23rd July, 2024. I warmly welcomed the parliamentary delegation from Japan also on August 1, 2024.

I am very thankful to the entire Panel of Chairmen for their contribution in conducting the proceedings of the House. I am very much thankful to Hon. Prime Minister, the Minister of Parliamentary Affairs, the Leader of Opposition, the leaders and Members of various parties for their cooperation. I, on behalf of all of you, also thank the friends of the Press and Media. I also place on record my appreciation for our Secretary General, Lok Sabha and the officers and staff for their dedicated and prompt service rendered to the House. I also thank all the

allied agencies for the services rendered by them in transacting the Business of the House.

---

**NATIONAL SONG**

*The National Song was played.*

*(The Lok Sabha, then, adjourned sine die.)*

**UTPAL KUMAR SINGH**  
**Secretary General**

---

PRICE Rs. 12.00 © 2024 BY LOK SABHA SECRETARIAT

NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

*English and Hindi versions of Synopses of Lok Sabha Debates are also available at <https://sansad.in/lb>*