

C O N T E N T S

**Fifteenth Series, Vol. XIII, Sixth Session, 2010/1932 (Saka)
No. 2, Wednesday, November 10, 2010/Kartika 19, 1932(Saka)**

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OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Meira Kumar

THE DEPUTY SPEAKER

Shri Karia Munda

PANEL OF CHAIRMEN

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Francisco Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

Dr. M. Thambidurai

Shri Beni Prasad Verma

Dr. Girija Vyas

SECRETARY GENERAL

Shri T.K. Viswanathan

LOK SABHA DEBATES

LOK SABHA

Wednesday, November 10, 2010/Kartika 19, 1932(Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER in the Chair]

MADAM SPEAKER: Question No. 21.

... (Interruptions)

डॉ. मुरली मनोहर जोशी (वाराणसी): महोदया, हमने स्थगन का नोटिस दिया है।... (व्यवधान)

अध्यक्ष महोदया : आप बैठ जाइए।

... (व्यवधान)

अध्यक्ष महोदया : आप क्यों खड़े हो गए हैं? प्रश्न काल चलने दीजिए।

... (व्यवधान)

अध्यक्ष महोदया : प्रश्न काल चलने दीजिए। शांत हो जाइए।

... (व्यवधान)

11.01 hrs.

At this stage Shri Ganesh Singh, Shri P. Kumar and some other hon. Members came and stood on the floor near the Table

... (व्यवधान)

MADAM SPEAKER: Now, the House will take up Question Hour.

... (Interruptions)

MADAM SPEAKER: Please listen to me for a minute.

... (Interruptions)

MADAM SPEAKER: Please listen to me. Please bring it down.

... (Interruptions)

MADAM SPEAKER: Q. 21. Shri Asaduddin Owaisi.

... (Interruptions)

SHRI ASADUDDIN OWAIISI (Hyderabad) : Q. No. 21.

MADAM SPEAKER: It was discussed in the Leaders' meeting that there will be a discussion on this. The Government has agreed to have a discussion on all the matters. So, let us continue with the Question Hour.

... (*Interruptions*)

MADAM SPEAKER : Now the House stands adjourned till Twelve of the Clock.

11.04 hrs.

The Lok Sabha then adjourned till Twelve of the Clock.

12.01 hrs.

The Lok Sabha re-assembled at one minute past Twelve of the Clock.

(Mr. Deputy-Speaker *in the Chair*)

PAPERS LAID ON THE TABLE

MR. DEPUTY SPEAKER: Now, Papers to be laid on the Table of the House.

Shri Pawan Kumar Bansal.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir, on behalf of Shri Prithviraj Chavan, I beg to lay on the Table:-

- (1) A copy of the Annual Report (Hindi and English versions) of the Consultancy Development Centre, New Delhi, for the year 2009-10, along with Audited Accounts.
- (2) A copy of the Review (Hindi and English versions) by the Government of the working of the Consultancy Development Centre, New Delhi, for the year 2009-10.

(Placed in Library, See No. LT 3170/15/10)

... (*Interruptions*)

12.02 hrs.

At this stage, Shri Kamlesh Paswan, Shri P. Kumar, Shri Ganeshamurthi and some other hon. Members came and stood on the floor near the Table.

12.02 hrs.**ASSENT TO BILLS**

SECRETARY-GENERAL: Madam Speaker, I lay on the Table the following 12 Bills passed by the Houses of Parliament during the Fifth Session of Fifteenth Lok Sabha and assented to by the President since a report was last made to the House on the 27th July, 2010:-

1. The Appropriation (No.4) Bill, 2010;
2. The Jharkhand Appropriation Bill, 2010;
3. The Industrial Disputes (Amendment) Bill, 2010;
4. The Foreign Trade (Development and Regulation) Amendment Bill, 2010;
5. The Appropriation (Railways) No. 4 Bill, 2010;
6. The Personal Laws (Amendment) Bill, 2010;
7. The Mines and Minerals (Development and Regulation) Amendment Bill, 2010;
8. The Representation of the People (Amendment) Bill, 2010;
9. The Nalanda University Bill, 2010;
10. The Trade Marks (Amendment) Bill, 2010;
11. The Foreign Contribution (Regulation) Bill, 2010; and
12. The Indian Medicine Central Council (Amendment) Bill, 2010.

I also lay on the Table copies, duly authenticated by the Secretary-General, Rajya Sabha, of the following 12 Bills passed by the Houses of Parliament and assented to by the President:-

1. The National Commission for Minority Educational Institutions (Amendment) Bill, 2010;
2. The Clinical Establishments (Registration and Regulation) Bill, 2010;
3. The Securities and Insurance Laws (Amendment and Validation) Bill, 2010;
4. The State Bank of India (Amendment) Bill, 2010;
5. The Energy Conservation (Amendment) Bill, 2010;
6. The Land Ports Authority of India Bill, 2010;
7. The Indian Medical Council (Amendment) Bill, 2010;
8. The Jharkhand Panchyat Raj (Amendment) Bill, 2010;
9. The Essential Commodities (Amendment) Bill, 2010;
10. The Salary, Allowances and Pension of Members of Parliament (Amendment) Bill, 2010;
11. The Civil Liability for Nuclear Damage Bill, 2010; and
12. The Code of Criminal Procedure (Amendment) Bill, 2010.

(Placed in Library, See No. LT 3171/15/10)

12.02½ hrs.

INQUIRY COMMITTEE UNDER THE JUDGES (INQUIRY) ACT, 1968
Report and Evidence

SECRETARY-GENERAL: I beg to lay on the Table the following documents under sub-section (3) of section 4 of the Judges (Inquiry) Act, 1968 read with rules 9 and 10 of the Judges (Inquiry) Rules, 1969:-

- (i) Report, Volume I (Hindi and English versions) and Volume II of the Inquiry Committee appointed under Judges(Inquiry) Act, 1968, in respect of Mr. Justice Soumitra Sen, Judge, Calcutta High Court; and
- (ii) A copy each of evidence of witnesses tendered before the Inquiry Committee and documents exhibited during the inquiry.

... (*Interruptions*)

12.03 hrs.

STANDING COMMITTEE ON HOME AFFAIRS

147th Report

SHRI NAVEEN JINDAL (KURUKSHETRA): I beg to lay on the Table the One Hundred and forty-seventh Report (Hindi and English versions) of the Standing Committee on Home Affairs on the Repatriation of Prisoners (Amendment) Bill, 2010.

... (*Interruptions*)

12.03½ hrs.

STANDING COMMITTEE ON HEALTH AND FAMILY WELFARE

(i) 47th Report

DR. TARUN MANDAL (JAYNAGAR): I beg to lay on the Table the Forty-seventh Report* (Hindi and English versions) of the Committee on the Jawaharlal Institute of Post-Graduate Medical Education and Research, Puducherry (Amendment) Bill, 2010.

(ii) Evidence

DR. TARUN MANDAL : I beg to lay on the Table the Evidence tendered before the Committee on the Jawaharlal Institute of Post-Graduate Medical Education and Research, Puducherry (Amendment) Bill, 2010.

* The Report was presented to hon. Chairman, Rajya Sabha on 29th October, 2010 *vide* Direction 30 of the Directions by the Chairman, Rajya Sabha.

12.04 hrs.**MATTERS UNDER RULE 377 ***

MR. DEPUTY-SPEAKER: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Hon. Members may send slips immediately at the Table of the House as per the practice.

(i) Need to take steps to bring down the prices of cotton yarn to safeguard the interests of textile industry in the country particularly in Dindigul Parliamentary Constituency, Tamil Nadu

SHRI N.S.V. CHITTHAN (DINDIGUL): The price of cotton yarn is again soaring high. Despite the assurances given by the Ministry, the spinning mills are increasing the price of cotton yarn. During the last couple of days, the price of cotton yarn has gone up by 10% per kg, whereas recently, the Hon'ble Textile Minister has stated in Tirupur that the prices would come down within a week's time.

The textile industry, the weaving industry, the knitting industry, handlooms, power looms and the garment industries are facing turmoil in the production, on several fronts, due to the rise in price of the cotton yarn which is going uncontrolled, the textile manufacturers are unable to confirm the fresh orders and incurring heavy losses on the orders already committed by them as they are forced to buy the cotton yarn at the higher price than the committed order price. As a result, the manufacturers are being put to heavy loss and the industry is on collapse leading to heavy job loss.

Keeping in view the sufferings of the community of the weavers and the work force, the Government should not allow export of the raw material to foreign countries. There are some seven foreign companies who have registered for export of cotton yarn. They should not be allowed to export cotton yarn keeping in view

* Treated as laid on the Table

protest by the workers and the weavers. It is not only a matter of shortage of the raw material for the yarn using industry, but also a matter that the good quality yarn is exported and the substandard yarn is made available to the domestic market. Here again the Spinning Mills do the Forward Trading and refuse to supply the yarn. As far as the textile production is concerned, the major contribution comes from Tamil Nadu which is around 70%. Therefore, if suitable measures to safeguard the interests of the weavers are not taken, the weavers in Tamil Nadu will be affected to a great extent.

The weavers in Chinnalapatti in my Dindigul Parliamentary Constituency, known for making sarees at lower price, are being affected severely due to rise in price of cotton yarn. I urge upon the Government to take urgent steps to bring down the price of cotton yarn so that handloom industry is saved.

(ii) Need to construct flyovers at the traffic intersections at Edappilly, Palarivattam, Vyttila and Kundannoor in Cochin City, Kerala

DR. CHARLES DIAS (NOMINATED): The Cochin city in Kerala is now congested and having population around seven lakhs and traffic jams are quite common. There is no proper traffic regulatory mechanism and roads are not planned according to the density of traffic. The bye-pass to National Highway No. 47, from Edappilly to Kundannoor was a great relief to the long-route passengers who could escape from the city traffic. But, now this bye-pass also has become crowded with vehicles and the four junctions at Edappilly, Palarivattam, Vyttila and Kundannoor, where the city roads cross, have become centres of traffic jam. It takes 20 to 30 minutes to cross this junction during peak hours of traffic.

Flyovers at the above mentioned junctions were proposed years back, but no concrete steps have been taken for the planning and construction of the flyovers and the people in the city are suffering a lot.

It is learnt that the National Highway Authority of India (NHAI) is now planning to conduct a feasibility study for the flyovers at the above four major junctions.

I would request the National Highway Authority of India to conduct the feasibility study and prepare plan and estimates at the earliest and take urgent steps to construct flyovers at the above mentioned junctions.

(iii) Need to launch a National Encephalitis Eradication Programme in Eastern Uttar Pradesh

श्री कमल किशोर कमांडो (बहराइच): उत्तर प्रदेश के पूर्वी जिलों में एन्सेफलाइटिस से पिछले 33 वर्षों से प्रतिवर्ष काफी संख्या में मौतें हो रही हैं। इस बीमारी का सर्वाधिक कुप्रभाव नवजात शिशुओं तथा कम उम्र के बच्चों पर पड़ता है। इस बीमारी से प्रतिवर्ष एक हजार से तीन हजार बच्चों की मौत हो रही है। देश में लगभग तीन दर्जन बीमारियों के लिए राष्ट्रीय कार्यक्रम हैं, जिसमें फाइलेरिया तथा घेंघा रोग के लिए भी राष्ट्रीय कार्यक्रम है। जबकि पिछले 33 सालों से अब तक लगभग 50 हजार बच्चे केवल पूर्वांचल में मर चुके हैं, उसके लिए कोई राष्ट्रीय कार्यक्रम नहीं है। इस महामारी से 95 प्रतिशत ग्रामीणों, दलितों तथा किसानों के मासूम ही प्रभावित होते हैं।

अतः मेरा केन्द्र सरकार से अनुरोध है कि भारत जैसे ग्रामीण प्रधान देश में एन्सेफलाइटिस की महामारी रोकने के लिए प्रत्येक वर्ष में दो बार टीकाकरण, एरियल फॉगिंग, सर्विलांस व शोध केन्द्र प्रभावित जिलों में शुद्ध पेयजल की व्यवस्था, समुचित निदान व उपचार की व्यवस्था के लिए राष्ट्रीय एन्सेफलाइटिस उन्मूलन प्रोग्राम चलाने की कृपा करें।

(iv) Need to augment Calicut bound train services and construct a Pit Line at West Hill in Kerala

SHRI M.K. RAGHAVAN (KOZHIKODE): I have been requesting for the extension of Train No. 6517 presently terminating at Kannur to Calicut which will help better connectivity to Bangalore, besides a Pit Line at West Hill (Calicut). The immediate starting of the announced Calicut-Trivandrum Jan Shatabdi express, introduction of Coimbatore-Calicut Inter-City Express with the rake of Train No. 6343 (Amrita Express) and another train between Calicut-Mangalore are essential.

Similarly, the longest train journey from Delhi is perhaps to destinations in Kerala. Most of the time, the Kerala bound trains run to their full capacity and at time passengers find it difficult to even have confirmed reservations.

Therefore, the current weekly trains should be properly synchronised so that there is one additional train every day on both the routes i.e. Vijayawada and Konkan to Kerala.

The Railways should also rise to the occasion to provide safety and comforts to the travelling passengers by providing additional policemen, better food and proper maintenance of the compartments and also good coaches which is presently lacking.

(v) Need to declare Chengannur Railway Station in Kerala as World Class Station and set up a Railway Medical College/Hospital in the vacant railway land near the station.

SHRI KODIKKUNNIL SURESH (MAVELIKKARA):Chengannur Railway Station is one of the busiest and biggest railway stations in Kerala. Sabarimala devotees use this Station during Sabarimala season every year. Lakhs of Aiyappa devotees come to Chengannur Railway Station while going and coming back from Sabari Mala. In Central Travancore area, Chengannur Railway Station is the main Station and commuters belong to Kollam, Alleppy and Pattanamthitta districts are using this Station regularly. However, Chengannur Railway Station lacks minimum necessary facilities for commuters and Aiyappa devotees. Chengannur Railway Station, therefore, should be declared a World Class Station in the coming Railway budget.

Just about 4 KM from Chengannur Railway Station there is a 40- Acre Railway land, which has not been utilized by the Railways so far. I would like to suggest that the Railways could use the said land in setting up a Railway Medical College/Hospital, as there is no Medical College/Hospital in entire Central Travancore Area. It would benefit both the local residents as well as devotees who visit Aiyappa.

I, therefore, urge upon the Government to take immediate steps to declare Chengannur Railway Station as a World Class Station besides setting up of Railway Medical College/Hospital in the vacant railway land at the aforesaid place.

(vi) Need to include Kota city in Rajasthan in the list of examination centres for conducting various All India level Engineering/Medical examinations

श्री इज्यराज सिंह (कोटा): मैं सरकार का ध्यान दिलाना चाहता हूं कि मेरा संसदीय क्षेत्र कोटा राजस्थान का तीसरा बड़ा शहर है जो कृषि एवं व्यापार का बड़ा केन्द्र बन चुका है। कोटा में बड़े-बड़े शिक्षा संस्थान हैं, जिसमें आई.आई.टी, ए.आई.ई.ई.ई. इंजिनियरिंग एवं ए.आई.पी.एम.टी. मेडिकल प्रवेश संबंधी कोचिंग क्लास इन शिक्षा संस्थानों द्वारा चलाई जाती है, जिसके कारण कोटा को एक शिक्षा शहर के नाम से भी जाना जाता है, परंतु अभी तक उपरोक्त तकनीकी एवं चिकित्सा प्रवेश परीक्षा में शामिल होने के लिए कोटा में कोई परीक्षा केन्द्र नहीं है, जिसके कारण कोटा में कर रहे कोचिंग क्लासों के छात्रों को अन्य जगह दूर जाना पड़ता है।

सदन के माध्यम से सरकार से अनुरोध है कि कोटा में आई.आई.टी. प्रवेश, ए.आई.ई.ई.ई. इंजिनियरिंग एवं ए.आई.पी.एम.टी. मेडिकल शिक्षा पाठ्यक्रम में प्रवेश संबंधी परीक्षा केन्द्र कोटा में किये जायें।

(vii) Need to set up border trade post along Indo-Bangladesh border to boost trade and commerce and to stop illegal smuggling

SHRI ADHIR CHOWDHURY (BAHARAMPUR): Trade between India and Bangladesh has been growing and is promised to be increased further as the relations between the two countries have been registering a positive note much to the encouragement of the traders and business communities of both the countries.

West Bengal maintains a long land and riverine border with Bangladesh. Illegal trade has been going on in spite of restrictions imposed upon and smuggling has virtually become a way of life of the people in border districts. One of such districts is Murshidabad in West Bengal where great potentialities of border trade could easily be harnessed provided Government consider the geo-economic situation of the district and the Government is kind enough to set up border trade post in the district Murshidabad and pursue this matter with the Bangladesh Government.

(viii) Need to construct a ROB/RUB at HUDCO railway crossing in Durg district, Chhattisgarh

कुमारी सरोज पाण्डेय (दुर्ग): छत्तीसगढ़ राज्य के दुर्ग जिले में स्थित हुडको रेलवे क्रॉसिंग पर ट्रैफिक का अत्यधिक दबाव रहता है क्योंकि यह दो शहरों को जोड़ती है। भिलाई में भिलाई इस्पात संयंत्र एवं अन्य व्यवसायिक प्रतिष्ठान स्थापित हैं और जहां पर कार्य करने वाले अधिकतर अधिकारी एवं कर्मचारी दुर्ग जिले में निवास करते हैं। इसके अलावा अनेक शैक्षणिक संस्थान भी भिलाई में स्थित हैं, जहां पर स्कूली बच्चों और विद्यार्थियों का सतत आवागमन जारी रहता है। उक्त क्रॉसिंग से क्योंकि भारी मात्रा में ट्रेनों की आवाजाही होती है, यह क्रॉसिंग अक्सर बंद हो जाती है, जिससे जाम की स्थिति बन आती है एवं जनता को भारी असुविधा भी होती है एवं उसका समय भी बर्बाद होता है। अतः यह उचित होगा कि उक्त क्रॉसिंग पर एक ओवरब्रिज या अंडरब्रिज का निर्माण किया जाये, जिससे क्षेत्र की जनता को आवागमन में सुविधा हो एवं अनावश्यक समय की बर्बादी न हो।

(ix) Need to review the construction of Subansiri dam in Arunachal Pradesh keeping in view its potential threat to the ecology of the region.

SHRI RAMEN DEKA (MANGALDOI): A lot of controversy has been generated in Assam due to construction of a mega dam at lower Subansiri which is supposed to generate 2000 MW. It clearly emerges from the opinion of the experts that mega dams are not feasible for the geologically and seismological sensitive area like North East India. It is learnt that 132 dams are proposed to be constructed in Arunachal Pradesh and out of these 23 are mega dams. The construction of 2000 MW dam will destroy the aquatic life, including the endangered species like Gangetic river dolphin.

The threat of these dams is larger than that which we think. It may wipe out the entire Brahmaputra civilization. In view of this, I urge upon the Government to review the project of Upper, Middle and Lower Subansiri project and to assure people of Assam that they are safe from any major catastrophe.

(x) Need to make provision in Mahatama Gandhi National Rural Employment Guarantee Scheme for appointment of 300 watchmen to check the threat posed by wild animals to standing crops in Himachal Pradesh.

श्री अनुराग सिंह ठाकुर (हमीरपुर): अध्यक्ष महोदया, मैं आपके माध्यम से पर्यावरण एवं वन मंत्री के ध्यान में लाना चाहता हूँ कि हिमाचल प्रदेश में पिछले कुछ वर्षों से जंगली जानवरों एवं बंदरों की संख्या में अप्रत्याशित रूप से बहुत वृद्धि हुई है। इसके कारण हर वर्ष करोड़ों रूपए की फसल बर्बाद हो रही है। जंगली जानवरों से तंग आकर बहुत से किसानों ने खेती करना ही छोड़ दिया है। हिमाचल प्रदेश के मुख्य वन्यप्राणी संरक्षक ने वन परिक्षेत्राधिकारियों को बंदरों को मारने के परमिट जारी करने, बंदरों की संख्या को काबू करने के लिए उन्हें पकड़कर दूर-दराज के क्षेत्रों में छोड़ने तथा उनकी नसबंदी करने के कारगर उपाय किए हैं, परन्तु समस्या काबू से बाहर हो रही है। इसलिए मेरा आग्रह है कि बंदरों के निर्यात पर लगे प्रतिबंध को हटाया जाये और राष्ट्रीय ग्रामीण रोजगार गारंटी योजना के तहत जंगली जानवरों एवं बंदरों से फसलों की रखवाली के मामले में ग्रामीण विकास मंत्रालय के साथ विचार-विमर्श करके ऐसी व्यवस्था करें, जिससे महात्मा गांधी नरेगा योजना के अंतर्गत हिमाचल प्रदेश में प्रारंभ में कम से कम 300 वॉचमैन नियुक्त किए जा सकें।

(xi) Need to operate Sone Lift Canal at full capacity to provide water to Dogia and Ahrora dams and complete the Bansagar Project for meeting the irrigation needs of the farmers of Mirzapur, Uttar Pradesh

श्री बाल कुमार पटेल (मिर्जापुर): विगत सात वर्षों से पर्याप्त वर्षा न होने से किसान सूखे से प्रभावित हैं। आजीविका का मुख्य साधन कृषि होने के कारण सिंचाई के अभाव में विषम स्थिति उत्पन्न है। मेरे निर्वाचन क्षेत्र मिर्जापुर के नक्सल प्रभावित क्षेत्रों में जलाभाव के कारण किसान बेकार हैं। यदि सोन लिफ्ट को पूरी क्षमता से चलाकर डोंगिया बांध व अहरौरा बांध को पानी उपलब्ध करा दिया जाये तो 175 ग्रामों की उपजाऊ कृषि भूमि को अहरौरा मेन कैनल व गरई प्रणाली की नहरों के माध्यम से पानी मिल जायेगा और किसान मजदूर अपनी आजीविका में लगे रहेंगे, मुख्य धारा से विरत नहीं होंगे। बाण सागर नहर परियोजना के तृतीय चरण, जिसमें जरगो बांध से हुसैनपुर बीयर को जोड़ने के लिए 13.50 कि०मी० की सिंचाई कार्य योजना, उत्तर प्रदेश शासन द्वारा बनाई गई थी, को वर्ष 2006 में रोक दिया गया, जिससे सिंचाई समस्या का वास्तविक समाधान अवरूद्ध सा हो गया है। अतः पूर्व की भांति सोन लिफ्ट कैनल को पूर्ण क्षमता से चलाकर डोंगिया व अहरौरा डैम को पानी उपलब्ध करवाना तथा बाण सागर परियोजना के तृतीय चरण को पूरा कराकर स्थाई समस्या का निदान अत्यंत आवश्यक है।

(xii) Need to include 'Marathi' community of Kerala especially of Kasargod and Hosdurg in the list of Scheduled Tribes

SHRI P. KARUNAKARAN (KASARGOD): I would like to draw the attention of the Government with regard to serious problem being faced by Marathi Community in Kerala. From 1952 onwards this community was included in the SC/ST list. They were enjoying all the benefits of the ST Community. The people in some parts of Kerala especially in Kasargod and Hosdurg and also in Karnataka which is very near to the northern part of the Kerala were included in the list. In Karnataka still now they are in the list of ST. In 2002 Government had excluded them from this list from the State of Kerala.

The Kerala Legislative Assembly, the ST Community of Kerala and Minority Commission has unanimously requested the Central Government to include them in the ST list. The prime nature of the tribal community are their isolation from other sections, the tribal nature, educationally and financially backward situation, and their different customs and conventions. As far as this ST Community in Kerala are concerned these characters are still prevailing. So there is no justification for rejecting them from this status. In the recent time again the Government of Kerala with the report have again requested the Central Government to take necessary steps. It is possible only through an amendment in the Parliament to include the Marathi Community in the ST list. So I request the Government again to consider this issue without delay.

(xiii) Need to establish the Regional Office of Inland Waterways Authority of India at Bhubaneswar, Orissa for better co-ordination and early commencement of work on National Waterway No.5

SHRI ARJUN CHARAN SETHI (BHADRAK): The Inland Waterways Authority of India having its headquarters at Noida near Delhi, has no branch office in the entire eastern region. In the Twelfth Five Year plan period, the Government intends to develop the East Coast canal with Brahmani and Mahanadi delta of 623 Kilometres, the 5th National Waterway as has been declared in November 2008. I, therefore, urge upon the Ministry of Shipping, Government of India to establish its Regional Office at Bhubaneswar for better coordination and early commencement of work on National Waterway No. 5.

(xiv) Need to provide adequate facilities for promotion of wrestling in the country

SHRI CHANDRAKANT KHAIRE (AURANGABAD): I would like to draw the attention of the Central Government towards the lack of sports facilities in the existing sports infrastructure of the country, especially with regard to Wrestling. Though the Sports Authority of India have set up infrastructure at a number of places in the country including Aurangabad (Maharashtra), but it lacks sports facilities. Wrestling is one of the most important and oldest sports of the country and our youngsters have paid full attention and brought laurels to the country on various occasions. However, these youngsters are unable to get proper training due to lack of adequate facilities.

Recently the National Wrestling – events i.e. “Hind Kesari” were held in Aurangabad. (Maharashtra) and I having been a part in the Organizing Committee knew the ground realities in this regard.

I, therefore, urge upon the Government to take necessary steps for setting up sports facilities especially for Wrestling within the existing infrastructure of Sports Authority of India as well as at other places, in the interest of development of sports in the country.

(xv) Need to construct a RUB at railway line near Srirangam railway station and expedite the construction of ROB between Aristo Hotel Rountana to Edamalaipati Pudur overbridge in Tiruchirappalli Parliamentary Constituency, Tamil Nadu

SHRI P. KUMAR (TIRUCHIRAPPALLI): Srirangam is a very famous pilgrim centre in my Tiruchirappalli Parliamentary constituency. The railway line at Srirangam station divides the city into two parts. The moving traffic is facing a lot of difficulties to cross the railway line from Singaperumal Koil Street to Government Boy's Higher Secondary School. There is a long pending demand for construction of RUB at this Railway gate. The Government should come forward to allocate necessary finances for the construction of RUB at this railway gate. At present one ROB is sanctioned in between Aristo Hotel Rountana to Edamalaipati Pudur over bridge and Rs. 25.14 crores financial allocation have already been set aside for the construction of ROB. Till now the tender for the construction is not finalized. I request the Government to speed up the work and to complete this at an early date.

(xvi) Need for proper rehabilitation of people belonging to economically weaker sections residing on vacant railway land in and around Kharagpur in West Bengal

SHRI PRABODH PANDA (MIDNAPORE): A large population of over fifty thousand people are living on Railway land in and around Kharagpur and earning their livelihood through various means and the entire population belongs to very poor category. Some people among them get eviction notices from time to time but due to popular protest and movement get some lease to live on those railway land. In this manner they constantly live in uncertainly. It is therefore, the need of the hour that these people be rehabilitated in a proper manner as there are vast Railway lands lying vacant in and around Kharagpur thereby offering them an opportunity to live a proper life. I, therefore, urge upon the Hon'ble Railway Minister to intervene in the matter and take necessary decision to rehabilitate these poor and hapless people.

(xvii) Need to set up a Regulatory Commission to check the rising prices of Cement and Steel in Kerala and other parts of the country

SHRI JOSE K. MANI (KOTTAYAM): The construction industry, which has been struggling for the last three years due to the economic recession, now faces the problem of a rise in prices of cement. This phenomenon has been accentuated during the last few weeks. Noted cement brands have increased their price by Rs 80-120 per 50 kg bag. In Kerala, till last month, a 50-kg bag of cement, which was sold between Rs 180 and Rs 200 is now being sold at Rs 280 to Rs 320. The price of iron used by the construction industry has also risen from Rs 32,000 per tone to Rs 38,000 per tone. With the change in the economic scenario in the country, realtors are gradually trying to recover from their past losses. At this crucial juncture, the prices of building materials have increased. Poor and Middle class families who began construction of houses are suffering due to the hike in prices of building material. It is also affecting the livelihood of lakhs of workers in the construction sector.

I would, therefore, urge upon the Government to intervene and tackle this 'Artificial scarcity' and the increase in the prices of cement as a result of the cartelisation in the cement industry. I also request the Government to appoint a regulatory commission to fix the price of cement and steel in all the states, including Kerala.

... (*Interruptions*)

MR. DEPUTY-SPEAKER: The House stands adjourned to meet tomorrow, the 11th November, 2010 at 11 a.m.

12.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, November 11, 2010/Kartika 20,1932 (Saka).

